Numbers for the by Bankers Rarrel Pens, 225, 223, 262. Slip Pens, 332, 909, 287, 160, 404, 7,000.

THE NEW TURNED-UP POINT, 1032.

Paice \$21 PER MONTH

In Fine, Medium, and Broad

ESTABLISHED 1857

suparintan lol by Englishman .- Always. equal and generally superior to that done anywhere else. Estimates given. No. 11,840.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until

Orders for extra copies of DAILY PRESS should be sent before II a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 20. Telephone No. 12.

NEW ADVERTISEMENTS.

IMPERIAL KWANGTUNG LOAN

of 1894.

PAYMENT OF INTEREST: FIRST PERIOD.

WHE Issue of WARRANTS will be COM.

signed from the 24th inst., between the hours

JUST RECEIVED.

NEW SEASON'S

TATOOD'S COWBRAND AUSTRA

IN FINE CONDITION,

· Also--

PUBLIC AUCTION.

PUBLIC AUCTION

 ${f TO-MORROW}$

(SATURDAY), 25th JANUARY, 1896.

at his Sales Room, Queen's Road, No. 12,

FINE OLEOGRAPHS.

A FINE COLLECTION OF

ETTE HOLDERS, MEERSCHAUM and

A SMALL COLLECTION OF

MECHANICAL TOYS

INDO-CHINA STEAM NAVIGATION.

COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.

for CHEFOO. HANKOW, and Ports on

the YANGTSZE.

Captain Thos. Sellar, will be despatched as

For Preight or Passage, apply to-JARDINE, MATHESON & CO.,

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates

for CHEROO, HANKOW, and Ports on

the YANGISZE.)

"YUNG PING,"

Captain Clemens, will be desputched for the

above port on TUESDAY, the 28th inst., at

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, SAMABANG, AND

" HINSANG."

Captain J. Kynoch, will be despatched as above

For Freight or Passage, apply to JARDINE, MATHESON & CO.,

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

8.8. " ETON."

FROM ANTWERP, LONDON, AND

STRAITS.

MONSIGNEES of Cargo are hereby

Informed that all Goods are being

landed at their risk into the Godowns of the

Hongkong and Kowloon Wharf and Godown

Company, at Kowloon, whence and/or from the

have left the Godowns, and all Goods remaining

All claims against the Steamer must be

All broken, chafed, and damiged Goods are

DODWELL, CARLILL & CO.,

Agents. 😬

F. A. HAZELAND,

Acting Registrar.

to be left in the Godowns, where they will be

29th inst., or they will be not recognised.

examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

Hongkong, 23rd January, 1896.

*" = JURY LIST, 1896.

ATOTICE is hereby given that pursuant !

the provisions of Section 6 of " The Jury.

Consolidation Ordinance," No. 18 of 1887, I have

on the 23rd instant caused to be posted, at the

chief entrance to the Court House, a List of

all Persons ascertained by me to be liable to

The said. List will remain so posted until the

5th proximo, in order that any person may

apply by notice in writing to me requiring that

his name or the name of some other person may

be respectively either added to or struck off from the said List upon cause to be duly

ADDRESS AND TESTIMONIAL TO

DR. CANTLIE:

CYUN SCRIPTIONS not to exceed \$5 are

some suitable Testimonial to Dr. CANTLIE

on his departure from the Colony in recogni-

tion of services rendered to the Community

puring his residence of some nine years in

Subscription Lists will be found at the Hong-

HONG AND SHANGHAL BANK, the CHARGERED

HANK, Mesers, LANE, CRAWFORD & CO.

Mesers. A. B. Warson & Co., LD., Mosers.

KELLY & WALSH. LD., Ch. HONGKONG CLUB.

The undermentioned Committee less been

formed for the purpose of making the Presenta-

Mr. J. J. FRANCIS, Q.C.

Hon, Secretary, and Treasurer.

C MURRAY ADAMSON.

Mr. Thomas Jackson. The Hon. Ho Kar.

Hongkong, 23rd January, 1898

and the Hongross Horns.

avited for the purpose of presenting

Bills of Lading will be countersigned by

Whurves delivery thay be obtained.

endiect to rent.

serve as Jurors.

assigned in such notice.

Hongkong,

Registry, Supreme Court,

Hongkong, 23rd January, 1896.

on or about THURSDAY, the 30th inst.

Hongkong, 23rd January, 1896.

° SOURABAYA.

For Freight or Passage, apply to

Hongkong, 24th January, 1896.

THE Company's Steamship

General Managers.

CARLOWITZ & CO.,

General Managers.

above ID DAY, the 24th inst., at 4 P.M.

Hongkong, 23rd January, 1896.

THE Steemship

(Taking Cargo and Passengers at through rates.

On View from FRIDAY, the 24th inst.

TERMS OF SALE :- As Customary.

Hongkong, 24th January, 1896.

THE Company's Steamship

MEERSCHAUM CIGAR and CIGAR-

Commencing at 2.30 P.M.,

an Invoice of

WOOD'S COLONIAL DAIRY CHEESE

MENCED at the OFFICE of the Under-

E. FARAGO.

Commissioner of Customs.

GEO. P. LAMMERT

THE MANAGER.

of 10 A.M. and 3 P.M.

Gustom House.

Canton, 22nd January, 1896.

Hongkong, 24th January, 1896.

THE Undersigned will Sell by

BRIAR PIPES.

NOTICE. Communications respecting Advertisements, Sub日十初月二十年一十二緒光

HONGKONG, FRIDAY, JANUARY 241 H, 1896.

五拜禮

號四十二月正年六十九百八千壹英港香

號十四百八千壺萬壹第 INTIMATIONS. INTIMATIONS INTIMATIONS L. J. REMEDIOS. HONGKONG BRICK AND CEMEN scriptions. Printing, Binding, &c., should be addressed JAPIER JOHNSTONE'S MOREIGN AND COLONIAL STAMP DAILY PRESS only, and special business matters CO. LIMITED.

NYOTICE is hereby given that an EX-

MEETING of the COMPANY will be held at

its Registered Office, No. 9, PRAYA CENTRAL.

on TUESDAY, the 28th day of JANUARY

inst. at NOON, when the subjoined Resolution

which was passed at the Extraordinary General

Meeting of the Company held on the 11th of JANUARY will be submitted for confirmation

"That the Hongkong Brick and

"Cement Company Limited be wound up

"voluntarily under the Provisions of the

"Companies Ordinances 1865 to 1890. And

"that CREASY EWENS of Victoria in the

"Colony of Hongkong be and he is hereby

"appointed Liquidator for the purposes

NOTICE.

With reference to the above notice the

Business of the Company will not be inter-

rupted and Orders will be received as herotofore

THE KOWLOON LAND AND BUILD

ING COMPANY, LIMITED.

NOTICE is hereby, given that the

MEETING of SHAREHOLDERS will be

beld at the COMPANY'S OFFICES, Victoria

Buildings, on THURSDAY, the 30th JANUARY,

1896, at 12 o'clock (NOON) for the Purpose of

Receiving the Report of the Board of Directors,

Twelve Months onding 31st DECEMBER. 1895.

together with a Statement of Accounts for the

The TRANSFER BOOKS of the Company

will be CLOSED from SATURDAY, the 25th

JANUARY, to THURSDAY, 30th JANUARY,

1896 (both days inclusive), during which period

Secretary to the Hongkong Land Investment

and Agency Co., _imited.

Agents for the Kowloon Land and Building

Company, Limited

HONGKONG, CANTON, AND MACAO

SPEAMBOAT CO., LIMITED

AND REDUCED.

NOTICE TO SHAREHOLDERS.

THE FIFTY-NINTH ORDINARY

HALF YEARLY MEETING of

SHAREHOLDERS in the Company will be

held at the Office of the Company, No. 18, BANK

BUILDINGS, QUEEN'S ROAD CENTRAL, OD

FRIDAY, the Blst inst. at 12 o'clock Noon,

for the Purpose of Receiving a Report of the

Directors, together with a Statement of

Accounts, declaring a Dividend, and Electing

The TRANSFER BOOKS of the COMPANY

will be CLOSED from the 18th to 31st instant

THE WEST POINT BUILDING COM

MEETING of the SHAREHOLDERS in

this COMPANY will be held at the COMPANY'S

OFFICES, Victoria Buildings, on MONDAY,

the 3rd February, 1896, at 12 o'clock (Noon).

the Board of Directors, together with the

Statement of Accounts for the year ending

The REGISTER of SHARES will be

CLOSED from MONDAY, the 27th JANUARY,

to MONDAY the 3rd FEBRUARY, 1896 (both

days inclusive), during which period no Transfer

31st December, 1895.

of Shares can be registered.

By Order of the Board of Directors,

Hongkong, 13th January, 1896.

A SHELTON HOOPER,

By Order of the Board of Directors.

no Transfer of Shares can be registered.

Hougkong, 17th January, 1896.

N SEVENTHORDINARY GENERAL

W. A. DUFF,

W. A. DUFF.

Secretary.

Secretary.

as a Special Resolution.

"of such winding up."

by the Undersigned.

TRAORDINARY GENERAL

SQUARE BOTTLE WHISK! 74, CAINE ROAD, HON MONG, Will be glad to send STAMPS on approval The sale of this good Scotch increases month to any address on receipt of satisfactory refer by month; it is of Superb Quality and of CUTLER, PALMER & Co.'s SELECTION. Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash, Sole Agents for it-LANE, CRAWFORD & Co., AGENTS WANTED. Liberal Discount Allowed. Houghong.

> "HOW II'S DONE."

TO MANY IT IS A PUZZLE HOW WE CAN SELL AT A CHEAPER RATE THAN OTHERS. THE ANSWER IS VERY SIMPLE.

SMALL PROFITS

GOOD VALUE.

REGULAR QUALITY.

POPULAR PRICES

"PEACH-BLOSSOM SOAP." WATKINS & CO., APOTHECABLES' HALL, 66, QUEEN'S ROAD CENTRAL.

LANE, CRAWFORD & CO.

NEW GOODS JUST ARRIVED.

LINCOLN, & BENNETT'S HATS (Latest Shapes). DRAB HATS for the Races. OVERLAND TRUNKS, AMERICAN TRUNKS, TRUNKS for Ladies'. KIT BAGS. BRIFF BAGS.

AIR CUSHIONS. ABLE LAMPS, STANDARD LAMPS, CHANDELIER LAMPS (1,2,4, and 5 Lights) ELECTRIC BELL GEAR of Every Description. CAFETIERS (French and English), 2, 4, and 8 Cups.

GARDEN SYRINGES, GARDEN IMPLEMENTS, MEERSCHAUM PIPES, BRIAR PIPES. CIGAR and CIGARETTE CASES (a Large Assortment) TOBACCO:-WILLS' CAPSTAN (Full, Medium, and Mild.)

COBBETT'S CRICKET BATS. AQUILA'S CRICKET BATS STUMPS, MATCH BALLS, GAUNTLETS, LEG GUARDS, &c., &c.

·LANE, CRAWFORD & CO. Hongkong, 11th January, 1896.



ESTD. 1864.

Queen's Road.

CHAMPAGNES. POMMERY. LAURENT PERRIER. **KRUG**, 1889. PIPER-HEIDSEICK, 1889.

LOUIS RENAU.

PAUL DOMMIER, 1887.

PAUL DOMMIER, 1889.

LOUIS RODERER. BOLLINGER (1st Quality.), LANSON (Very Dry), 1887. IRROY CARTE D'OR, 1889. -IRROY CARTE BLANCHE. PERRET DE LUZY, 1889. CUP CHAMPAGNE.

CALDRECK, MACGREGOR & CO. Wine and Spirit Merchants.

Telephone No. 75. NOTICE is hereby given that the CARMICHAEL & CO., LIMITED

MACLAREN'S IMPERIAL GLASS JAR CHEESE, in Splendid Condition. Price per Jar \$2.75.

in 1 lb. Tins. Price 75 Cents per Tin-

By Order of the Board of Directors. &c., &c., &c. A. SHELTON HOOPER, Secretary to the Hongkong Land Investment TYHE Undersigned has received Instructions and Agency Company, Limited. to Sell by

General Agents for the West Point Building PUBLIC AUCTION Company, Limited. Hongkong 17th January, 1896. TO-MORROW HONGKONG ICE COMPANY, LIMITED Commencing at 2.30 P.M.,

FIFTEENTH ORDINARY ANNUAL MEETING of SHARE HOLDERS will be held at the OFFICES of the COMPANY. PRODER'S STREET, at NOON, on WEDNESDAY, 5th FEBRUARY, to receive a Statement of the Company's Accounts to the 31st DECEMBER, 1895, and the Report of the

General Managers. The TRANSFER BOOKS of the COMPANY will be CLOSED from the 25th instant to the 5th proximo, both days inclusive. JARDINE, MATHESON & CO. General Managers.

No Claims will be admitted after the Goods THE HONGKONG STAMP DEPOT. undelivered after the 20th instant will be Dealers in Foreign and Colonial Stamps. S. D'Agmilar Street.

Hongkong, 22nd January, 1896.

presented to the Undersigned on or before the Approval Sheets containing Good and PANTRY REQUISITES, &c., &c. Cheap STAMPS, New Lots received by every Mail. Stumps bought and sold. Agents

E. J. DE FIGUEIREDO. Hongkong, 18th January, 1896.

INSURE.

QUITABLE LIFE ASSURAN SACIETY OF U.S.A. gives the BEST SECURITY.

Lives there a man with soul so dead, Who never to himself has said, "I must protect my loving wife, And so I must assure my life. I would not be a soulless boor Who dies and leaves his family noor. I'll pay a premium every year.
And then my loved ones need not fear But what, when I am in my grave, They'll have far more than I can save; Or if when old I living be, No. The money will provide for me; And an old age, serene and bright

And peaceful us a summer night, Shall load me to the grave." . If you would be another such. And wish to find out just how much Premium cost to you will be, Write, 'phone, or call on us or me. SHEWAN & CO.

General Agents. J. T. HAMILTON. Manager for the East Hongkong, 23rd October, 1895. TO SHIPMASTERS

III U. LE where your FRESH WATER is ob alred by the Water Boats, as Four WATER is the cause of much Sickness on board We are the ONLY WATER BOAT COMPANY Mr. H. N. Moor. The Hon F. II. WHEEL IM HONDRONG EXCLUSIVELY supplying FILTERED WATER.

> CALL PLAG W. J W KEW & CO. STEAM WATER BOAT COMPANY. Hongkong, 9th October, 1895

LA BORDERIE CANADIAN CREAMERY BUTTER, the Best in the MARKET, for the purpose of receiving the Report of a30] CARMICHAEL & CO., LIMITED, Sole Agents.

AUCTIONS.

PUBLIC AUCTION = VALUABLE HOUSEHOLD FURNITURE, CANTON BLACK-WOOD, FRENCH CLOCK,

(SATURDAY), the 25th January, 1896, at his Sales Rooms, Duddell Street, (for Sundry Accounts). A QUANTITY OF

VALUABLE HOUSEHOLD FURNITURE. Comprising :--SEVERAL DRAWING ROOM SUITES Handsome CANTON CARVED BLACK-

WOOD CURIO STAND, ditto-WALL CABINET, ditto WRITING TABLE, BLACKWOOD and MARBLETOP STANDS, &c., BEVELLED OVERMAN. TELS, WRITING TABLES and LADY'S DESK, CARD TABLE, FANCY TEA TABLES, Very Handsome FRENCH CLOCK and SIDEPIECES, ORNAMENTS; LAMPS, BRASS FENDERS, CURTAINS, CARPETS, SCREENS, &c., EXTENSION DINING TABLE and CHAIRS, Several SIDEBOARDS with Bevelled Glass, DINNER WAGGONS: ELECTRO PLATED, GLASS, LL Collectors should send for my fine and CROCKERY WARE, CUTLERY, DOUBLE and SINGLE IRON and BRASS-MOUNTED

wanted in every port. If you are a collector SINGLE and DOUBLE WARDROBES send for a trial lot. with Bevelled Glass Doors, LINEN-PRESSES MARBLETOP WASHSTANDS: and DRESSING TABLES and SUNDRY BEDROOM FURNITURE, &c., &c. BATHROOM and TOILET REQUISITES | THE Undersigned has received Instructions RICKSHAS, STOVES Catalogues issued prior to Sale. On view

from FRIDAY, the 24th January, 1896. TERMS OF SALE : - As Customary. GEO. P. LAMMERT. Auctioneer. Hongkong, 21st January, 1896.

GOVERNMENT NOTIFICATION. THE following Particulars and Conditions

L of Sale of CROWN LAND by PUBLIC AUCTION, to be held on the spot, on MONDAY, the 27th day of JANUARY, 1896, at DINING ROOM CHAIRS, VIENNA 3 r.m., are published for general information: By Command. J.H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office. Hongkong, 11th January, 1896. Particulars and Conditions of the Letting by Public Auction Sale, to be field on

MONDAY, the 27th day of JANUARY 1896, at 3 P.M., by Order of His Excellency the Gavernor, of One Lot of Crown Land in the Colony of Hongkong, for a Term of 999 years. PARTICULARS OF THE LOT.

Inland Lot

Dountary Men. antemonts. R. R. A. A. **AUCTIONS**

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held on the spot, on MONDAY, the 27th day of January, 1896, at 4 P.M., are published for general information. By Command J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office. Hongkong, 11th January, 1896.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 27th day of JANUARY, 1896 at 4 P.M., by Order of His Excellency the Governor, of One Lot of Crown Land in the Colony of Hongkong, for a Term of 999 years,

PARTICULARS OF THE LOT.

. of Sale.	No. No. Ocallity.	ocality.	Boundary Mea- surements.			Contents in Square feet.	mal Rent.	10.00	
Ŋ.		н	ж.	8	E.	w.	ರಹ್	Annue	
	-		ft.	it.	ft.	a.		\$	1
1	Iuland Lot No. 1,344.	-Wongnel- chong Road.	140	169,6la.	125	87	15,780	30.5	071
		PUBL							. :

from E. McCabe Flag. to Soll by ..

PUBLIC AUCTION TUESDAY, the 28th JANUARY, 1896, at 2.30 p.m.,

at his Residence No. 2, Albany, THE WHOLE OF THE HOUSEHOLD FURNITURE, PIANO &c., Comprising :-TAPESTRY with PLUSH-COVERED DRAWING-ROOM SUITE. CARPET and RUGS. OVERMANTELS, PICTURES, and OR-

NAMENTS. EXTENSION DINING TABLE, DIN-NERWAGGONS SIDEBOARD with Plate-Glass Buck, MORROCCO-COVERED CHAIRS. DINNER, DESSERT, and BREAKFAST SERVICES, GLASS and PLATED WARE.

BRASS MOUNTED DOUBLE IRON BEDSTEADS and BRASS SWINGING WARDROBE, CHEST of DRAWERS. DRESSING TABLES, and MARBLETOP WASHSTAND. Oue SEMI GRAND PIANO by KAPS with IRON FRAME made especially for this climate, condition emulto new.

Catalogues will be issued, and the whole to be on view on MONDAY, the 27th inst. TERMS OF SALE :-- As Customary. J. M. ARMSTRONG, Auctioneer. Hongkong, 21st January, 1898.

Two COOKING RANGES.

TING SURGEON DENTIST. No. 10, D'AGUILAR STREET. TERMS VERY MODERATE, Consulation Free. Hongkong, 23rd September, 1891.

BELL'S ASBESTOS EASTERN AGENCY, LD. 28, QUEEN'S BOAD CENTRAL.

BELL'S ASBESTOS CLOTH FOR FILTERS. BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

For Covering BOILERS, STEAM, HOT WATER, and FLUE PIPES, and all Surfaces from which it is necessary to prevent radiation of heat. This Composition is-

UNEQUALLED as an Economiser of Fuel, frequently effecting a Saving of 30 to 40 UNEQUALLED for Durability; being composed of Indostructible Materials, its nonconducting properties do not deteriorate.

UNEQUALLED in Point of Covering Capacity. UNEQUALLED in Ease of Application. An Ice-chest lined with above Composition will keep Ice Three Times as long as when lined with Charcoal!

ESTIMATES given for Work finished Complete. SOLE AGENTS in the East for :-

SPHINCTOR GRIP ARMOURED HOSE. THE NEW WIRE WOVE ROOFING CO. THE ALUMINIUM AND GENERAL FOUNDEY CO.

Snowdon, Sons &Co. "Snowdrift" Manufactures. W. JACKSON, Manager. NIEW YORK LIFE INSURANCE CO.

ESTABLISHED 1845. Cash Assets (30th June, 1894)...\$155,453,428,73. THE NEW ACCUMULATION POLICY A Policy with but a Single Condition, namely, the Payment of Premiums, and WITH NO RESTRICTIONS WHATEVER after the

Policy is issued. It contains Special Privileges in respect of Payment of Premiums, Reinstatement, and Loans on Policies at 5% Interest. Full Particulars on Application to BIRLEY, DALRYMPLE & Co., Agents.
ARNHOLD, KARBERG & Co., Agents. Hongkong, 15th February, 1895. [a1558]

No. 525 E.C. MEETING of EMERGENCY of ZET LAND LODGE will be held at the FREEMASONS' HALL TO-NIGHT, the 24th inst, at 8.30 for 9 P.M. precisely. Brethren are cordially invited to attend Hongkong, 22nd January, 1896.

ZETLAND XX

VICTORIA PRECEPTORY. RECULAR MEETING of the VIC-TORIA PRECEPTORY will held ut the FREEMASONS' HALL,

WEDNESDAY, the 29th instant; at for 5.30 P.M. precisely. Visiting Sir Knights are cordially invited to attend. Hongkong, 21st January, 4896. NOW READY

MAIL TABLES. THE Card published at the Daily Press Office

English Mails, homeward and outward

Parcel Post Calendar for 1896. That is, more information than is given on one printed in London for which fifty cents is charged. The price (cash only) of the locally printed correct card is 20 cents on paper, 30 cents on cardboard.

• AUCTIONS TALUABLE LEASEHOLD PROPERTY Situate at the PEAR, Victoria,

Hongkong to be sold by PUBLIC AUCTION THURSDAY, the 30th JANUARY, 1896, at 3 o'clock P.M.,

at the Premises. "WELLBURN" MOUNT KELLETT ROAD Mr. G. P. LAMMERT, Anctioneer,

ALL THAT piece of Ground situate at the Peak between Mount Kellett and Aberdeen New Road, Hongkong, abutting North on Government Ground and measuring thereon 88 feet, rates. South on Government Ground and measuring thereon 128 feet, East on Government Ground immediately adjoining Aberdeen Road and measuring thereon 274 feet, and West on Government Ground immediately adjoining Mount Kellett Road and measuring thereon 245 feet, containing in the whole 27,500 Square Feet registered in the Land Office as RURAL BUILDING LOT No. 57, TOGETHER with the Capital Messuage or

Penement exected thereon known as "WELL-BURN," consisting of A BASEMENT 7 feet FLOOR.-Drawing Room, Dining Room. 3 Bed Rooms with Bath Room attached to each Bath Room, and a Drying Room recently.

OUT OFFICES, consisting of Kitchen, Boys' and Coolies' Rooms. GAS and WATER laid ov. There is also a full sized TENNIS Held for the residue of a term of 75 Years

from the 8th February, 1888, subject to the payment of the Annual Crown Rent of 864 per annum and to the performance of the Crown Covenants to be performed in respect thereof. Subject also to the annual payment of \$1 per annum to the Government being rent for encroachment approach Road to the said Lot on the North side thereof from Aberdeen Road. Subject also to the existing Lease from the 1st day of April, 1895, for a term of Two Years at the monthly rental of \$110, exclusive of Taxes./ - / The Messuage has only recently been re-rested and thoroughly repaired, and is well

protected from Typhoons, faving South. The Lot is situate in one of the best parts of the Peak, having an uninterrupted view of the Village of Aberdeen and Bay immediately beneath and extensive views of the Sea and Islands in the distance. For Further Particulars and Conditions of Sale, apply to MATTHEW J. D. STEPHENS, Vendor's Solicitor.

G. P. LAMMERT, Anotioneer. Duddell Street, Hongkong. Hongkong, 22nd January, 1896. PUBLIC AUCTION. MR. J. M. ARMSTRONG has received Instructions from the Mortgagee

18, Bank Buildings, Hongkong,

to sell by PUBLIC AUCTION FRIDAY, the 31st day of JANUARY, 1896, at 3 o'clock in the Afternoon at the Premises. SECTIONS L. O. and T of Marine Lot

No. 60. and Sections B and E of Marine Lot No. 91 with the Houses known as Nos. 3, 17, 19, 21 and 23. Tsz Mi Alley and Nos. 115 and 110. Prava West. The Premises are held for the residue of a Refurnished the whole Establishment, had it term of 999 Years. Annual Crown Rent 23 10s. Conditions of Sala and Further Porticulars may be had on application to

Bolicitor, J. M. ARMSTRONG, Austioneer. Hongkong, 18th January, 1890.

MASONIC BALL, Under the auspices of the DISTRICT GRAND LODGE OF HONGKONG AND SOUTH CHINA, will be held at the CITY HALL on MONDAY. 17th FEBRUARY, 1896, to commemorate the JUBILEE of the introduction of FREEMASONRY into Hongkong and the Founding of Zer-LAND LODGE, No. 525.

Intending Subscribers will find Lists at-The HONGKONG CLUB. The HONGKONG HOTEL. The VICTORIA HOTEL. THOMAS'S GRILL ROOMS. Mesers. CAMPBELL-&-MOORE: Mesers, FALCONER & Co. Mesers. KELLY & WALSH Messrs, LANE, CRAWFORD & Co. Messrs. A. S. WATSON & Co., Ld.

Hongkong, 16th January, 1895. DAVID CORSAR & SONS' NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULING ARNHOLD, KARBERG & CO., Sole Agents...

NOTICE. TIME Undersigned have been appointed AGENTS of Messrs. LEEMANN & GATTY'S PATENT FAST DYED KHAKI

for MILITARY SERVICES. and are prepared to execute Orders at Cur-BENT PRICES. ARNHOLD, KARBERG & CO. Hongkong, 16th December 4895. [2623

TOORTLAND CEMENT J. B. WHITE & BROS. Sole Agents for China HOLLIDAY, WISE & CO.

HOTELS. TOUNT AUSTIN HOTEL 1,400 feet above sea level.

Hongkong, 11th April, 1883

Telegraphic Address. Excelsion ' Hongkong, A.B.C. Code

This MAGNIFICENT HOTEL is situated at the most beautiful and healthy part of the Hill District, the air is delightfully cool and bracing, the temperature being at least 10 degrees lower than in the valley beneath. Luxuriously furnished and appointed.

The CUISINE is under the personal superintendence of an experienced European Steward. LAWN TENNIS.—Three Courts in splendid condition are kept for the use of Visitors. TRAMWAY TICKETS are supplied Residents and Visitors at the Hotel at reduced

For further Particulars, apply at the OFFICE and 40, Queen's Road Central, or to MOUNT AUSTIN HOTEL, The Manager.

Hongkong, 2nd September, 1895.

TEST Accommodation

DEST of Effrything in the East

at the Hongkone Hotel.

SHAMEEN, CANTON, This FIRST-CLASS HOTEL is situated on

the French Concession, facing the River within only three minutes walk of the River Steamers' Wharves. Telegraphic Address, " NEW." T. F. DA CRUZ, Managing Partner. Canton, 1st January, 1895.

VICTORIA HOTEL CANTON. (LATE SHAMEEN HOTEL, CANTON). MATESSRS. MADAR & FARMER have. 10:30 n.in, and 10.40 a.m.

Friends, and the Public generally that, having 3 p.m. to 8 p.m.Every quarter of an hour. leased the SHAMEEN HOTEL, they have Night cars from 9 p.m. to 11 p.m., every half hour. vastly improved in every department and have now RE-OPENED it under the more popular Style of VICTORIA HOTEL. For further Particulars, apply to the

Hongkong, 10th January, 1896.

SHIPPING.

ARRIVALS Jan. 22, CHINGWO, British str., 3,883, Grav. Kutchinotzu 18th Jan., General.-Hourt-TATE WISE & Co. Jan. 22, HANGCHOW, British str., 999, P. Bennett, Wuhn and Chinking 18th Jahuary, · Rice, &c.-Butterfield & Swife.

Jon. 23, Albingia, German str., 1,100, H. Witt, Singapore 15th January, General. Jan. 23, Canton, British str., 1,110, Thos. Seller, Canton 23rd January, General .--JAEDINE, MATHESON & Co.

Jan. 22, Hainfung, Chinese str., 1,505, War-

wick, Chinking 18th Jan -C. M. S. N. Co.

Jan. 23, El. DORADO, British str., 892, Tadd, Canton 23rd Jan., General.-JAEDINE. MATHESON & Co. Jan. 23. Eton. British str., 1,775, H. Brophy, London 28th Nov., and Singapore 14th Jan., General.—Dodwnll, Carlill & Co. Jan. 23, Namoa, British str., 863, T. P. Hall. Foochow 19th Jan., Amoy 20th, and Swatow 22nd, General-Douglas Laprain & Co. Jan. 23, CHINA, German str., 1,114, P. Voss, Saigon 18th Jan., Rica -MELCHERS & Co. Jan. 23, FEICHING, British str., 979. Warren.

Canton 28rd Jan., General.—C. M. S. N. Co. Jan. 23. KEONG WAY, British str., 1,115, R. Unsworth, Bangkok 15th Jan., and Ang Hin 16th Jan., Rico and General - YUEN Fat Hong. Jan. 23, Benledt, British str., 1,581, R. Forquhar, Moji 18th Jan., Coal, GIBB, LIVING-

Jan. 23. TRIUMPH. German str., 700, Moller,

Hoihow 20th Jan., and Pakhoi 22nd, Gonoral.—JEBSEN & Co. CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 23rd January. Formosa, British str., for Swetow. Whampoa, British str., for Shanghai. Tacoma. British str., for Amoy. Locsok, British str., for Swatow. Chelydra, British str., for Singapore. El Dorado, British str., for Swatow.

BTON & Co.

Murtha, German str., for Saigon. *Esmeralda,* Britisk str., for Manila. Heinfung, Chinese str., for Swatow. Tigris, British str., for Amoy. Petrarch; German str., for Saigon Hiroshima Maru. Japanese str., for Kobe. DEPARTURES. Jan. 23, Ingraban, German str., for Saigon Jan. 23. YUNGPING, Chinese str., for Canton.

Jan. 23, Fuk Po. Chinese transport, for Hoihow. Jan. 23, EMILT F. WHITNEY, Amr. ship, for New York. Jan. 23, Marie Jebsen, Ger. str., for Saigon. Jan. 23, Cass, Chinese str., for Pakhoi. Jan. 23, SMITH, Chinese str., for Pakhoi. Jan. 23, CHELYDRA, British str., for Calcutta. Jan. 23, Et. DORADO, British str., for Swatow. Jan. 23, ESMEBALDA, British str., for Manila. Jan. 23, HANGCHOW, British str., for Conton. Jan. 23, Hiroshima Maru, Jap. str., for Kobe. Jan. 23, Heinfung, Chinese str., for Swatow.

Jan. 23, Oopack, British str., for Shanghai. Jan. 23. Tigris. British str., for Swatow. Jan. 23, WHAMPOA, British str., for Shanghai, PASSENGERS.

Per Albingia, str., from Singapore. -350 Per Namoa, str., from Coast Ports.—Mr. C. H. Jones. Per Keong, Wai, str., from Bangkok.-Mr. and Mrs. Cairns, Mr. Imhoff.

VISITORS AT HOTELS. HONGKONG HOTEL. Mr. & Mrs. Livingston Roe Mr. A. W. Looker Miss J. Balbas Mr. L. Barindoague Miss E. Loyzagars . Admiral S. Makaroff Miss Esteta Belinfantes Mr. J. W. Bolles Mr. J. H. Martin Mr. and Mrs. A. H. Mr. L. Martel

Rev. & Mrs. Mason. Vice-Admiral & Mrs. A. Mr. and Mrs. C. Mooney Buller, maid & valet & family Captain & Mrs Motyer Mr. J. Murchie Master Edward Buller Mr., W. J. Canter Capt. & Mrs. H. K. Carey Mr. J. W. E. Oliver Capt. & Mrs. Palmer fr. E. Chosseler Mr. W. Parfitt . Mr F. B. Deacon Major & Mrs. Pemberton Surg. Col. Preston Mrs. J. S. Roach Mr. W. A. Duff Mr. Geo. Fenwick Mr. C. Roghe . Mr. H. Sandberg Miss Victoria Ferry Mr. Paul Scharbert

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Surg-Maj. & Mrs P. H. Mr. A. G. White Captain Spencer Wilde **Johnston** Mr. W. T. Wrench dr. Morton Jones Commander Salirs. Wyley Paymaster C. H. Jones, Miss Wyley & Governess Mr. J. W. Kinghorn z Captain E. L. Zalinski Mr. G. A. Kottgen MOUNT AUSTIN HOTEL. Mr. & Mrs. Arthur An. Mr. & Mrs. F. J. Haver-Mr. & Mrs. John Andrew Mrs. Inchbald, children &

and child Mr. H. W. Bird Staff Burgeon Keays, R.N. Mr. & Mrs. Vivian Bowden Mrs. Keays Masters Bowden (2) Mr. & Mrs. Kirch & child Mr. Hart Buck Mr. & Mrs. Macbean, children & nurse Mr. & Mrs. McCallum and Mrs. Cantlio Master Neil Canthe Mr. & Mrs. Charles Cohen Mr. H. F. Meyerink Mr. Henry Crawford Col. Nepcan, R.M.L.I. Mr. Spencer A. Deacon Mrs. Dick-Melbourne Miss Dick-Melbourne Mrs. Olifent & chikl Miss M. Dick-Melbourne Mr. H. E. Pollock Mrs. Eccles & child Mr. Smith Alliston Mr. J. Stewart Capt. Eccles

Mr. & Mrs. Gordon

Miss Gordon

VESSELS IN DOCK ABERDEEN DOCKS.— Kowloon Docks.-H.I.G.M.S.Kaiser, Kong Beng, Doris, Chowia, Namoa. COSMOPOLITAN DOCK.—Rhodors, Marths, Ancona, Daniel Barnes.

Mr. Thomas

Capt. A. Tillett

TO-DAY Meeting of Zetland Lodge, at 8.30 p.m.

TONGKONG HIGH-LEVEL TRAM-

LI. WAYS COMPANY, LIMITED. TIME TABLE. FROM: OCTOBER 15TH, 1894, UNTIL FURTHER NOTICE.

WEEK DAYS. 7.30 a.m. to 10.30 a.m. ... Every quarter of an hour. 11.30 a.m. to 12.30 p.m. ... Every half hour. 12.30 p.m. to 2.30 p.m. ... Every quarter of an hour. 3.30 p.m. to 8.00 p.m. ... Every quarter of an hour. Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

BAUURDAYS. Extra Night care at 11.30 and 11.45 p.m.

JOHN D. HUMPHREYS & SON. General Managora. Hongkong, 18th October, 1894. CACOTCH FIRM having large Quantities of

HARD SPELTER to Sell would be glad of communication from Buyers. Apply in NEW VICTORIA HOTEL, first instance to "X: " dare of WM. PORTEOUS & CO., Advertising Agents, GLASGOW, SCOTLAND.

INTIMATION.

A. S. WATSON & CO., LIMITED.

SPIRITS AND

ESTABLISHED A.D. 1841.

ALL these are selected by our London occasion recommended jam to the attention House, bought direct at first hand: imported in wood and bottled by ourselves, thus saving all let us look at ice. Ten years ago a person intermediate profits, and enabling us to supply investing \$1,000 in the stock of the Hongthe best growths at Moderage Prices.

PRICE LISTS, with Full Details, to be had on Application.

after removal should be rested a month before use. When required for , drinking at once it should be ordered to be docanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and use is regulated by common sense and currents, as is generally the case with Cheap Wines.

BRANDY—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and

WHISKY-All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits the fluctuations in their value caused by ing, yesterday, at noon. Hen. J. J. Bell-Irving to be genuine when bought direct from us in the Colony or from our authorised Agents at | ing there are certain securities, with consols the Coast Ports.

A. S. WATSON & CO., LIMITED. THE HONGKONG DISPENSARY Hongkong, 9th January, 1896.

NOTICE TO CORRESPONDENTS. ONLY communications relating to thenelus columns should be addressed to THE EDITOR. Correspondents must forward their name and address

with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on a No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PERSS should be hour the supply is limited. Only Supplied for Cash P.m. for this port.

Telegraphic Address PRESS. ... Tolephone No. 12.

In a recent number of the Spectator appears an article replying to a letter by Mr. D. L. B. Schloss in the Investor's Review on the | Hongkong Football Club will hold a Rugby decline in the rate of interest and the hardship it brings to investors. Many residents in the Far East will feel a lively sympathy with the grievance exposed by Mr. Schloss, for they are experiencing it in their own persons. Less than thirty years ago anyone in inst this part of the world might count upon receiving twelve per cent. on his money with perfect security. To-day the Banks will only give him four per cent., and there are seeing that the Banks all have more money on their hands than they know what to do "interest on good securities, which has been "going on for thirty years, has excessively "harassed and injured them, has, in fact, "deprived them of all the benefit yielded " taxation, and of nearly all, if not quite all, "the advantage to be derived from the them was found three rifles and several rounds "general fall in prices. They save and "save; and as they save, the value of their "savings is taken away from them by an "automatic process which they can neither to his violence one man escaped from fication the increase in the revenue which the I feel sure the explanations we are about to sufficient to prove that, however slight the blow nose of the ship. The cost of these experiments up certain rules under which bulkheads had to "prevent nor censure. In 1860, with a "little management, an investor could obtain | rufflan. Mr. Ellis, who afterwards appeared for on the best security £500 a year for every £10,000 he possessed; while at the present, exempted from the operation of the Ordinance get a return of something like 4.15 per "in the same securities, he is lucky if he can "get £275; and, indeed, he cannot get it "without running some risk. As the first " object of saving in this country is to obtain "income, either for the investor or for those "whom he is bound to protect, the effect of "the fall of interest has been to reduce the " reward of thrift by one-half-a half which off of the national debt, which raises the the interest shown in profit and less ac. and the properties afford satisfactory security is taken for granted that from time to time of ramming was so great that right up to the top; that is the sole guarantee price of consols, and as the latter act as the count amounts to \$168,277, which would appear for the amount invested. I do not think I have ships of his competitors and carry less cargo. that they are safe. barometer for all borrowers who have perfect the amount advanced, however, is money on The Chairman I am glad to say I am in a thun some trifling political news. From time other the amount advanced, however, is money on the Chairman I am glad to say I am in a thun some trifling political news. From time other tribles are the same trifling political news. From time of the third restriction of the trible and the trible are the same trifling political news. From time of the trible are the same trifling political news. From time of the trible are the same trifling political news. security to offer, all gilt-edged securities rise deposit with the Company, on which, it should position to tell you that in every instance the colliding ship made a profit is made, the money being mortgages are well covered. With regard to the details of the d suggests that for the benefit of investors the repayment of the national debt should be ings of the Company's own funds invested on there are only two instances, and these are is responsible for the collision, and very shows that the resistance of the ship's side when on the necessary experiments, then progress is and every porson who will be made acquainted. stopped. The Spectator says Mr. Schios is mortgage amount to something over 7 per small properties, in which these give us a little notice is generally taken of the reason why, the skin is penetrated is very small in comparison bound to follow. We are not bound to decide return of less than 6 per cent.; the exact percentage it is impossible to return of less than 6 per cent. In every other should Our contemporary has a good deal of also, as in the case of the Shanghai Land Invest. One reason that the return watertight bullcheads, and that the buoyancy the two cases I have just mentioned? While collision is immense, and that almost every him most heartily and to give every considerabut has nothing more valuable than and their development. Mr. Shewen spoke of the and consequently their returns are only for the Generally when collisions occur there is nobedy damage was very great and if the Elbe had at sea. (Applicase.) done with national surpluses, it says, except where a safer investment, though the return is to be honest and pay our debts with them, not particularly handsome. The reserve fund leaving investors to take care of themselves | does not consist of accumulated earnings, but as best they can. "We entirely admit their "grievance, which we have often pointed the net earnings of the capital and reserve fund the net earnings of the capital and reserve fu " medied, or even partially relieved; at the "expense of the nation." Nor is there any less and shareholders hope that in time it I think Mr. Sharp, like the gentleman who minimised. It is also necessary to mention souled the amidship section of a ship. A small The national debt has reached its limit. already shrunk from £838,000,000 to

reduced to £400,000,000 and be within

The large amount of capital being continue presented at yesterday's meeting.

ally liberated from the national debt has to seek reinvestment elsewhere and must necessarily go on depressing rates.

But the lot of the investor is perhaps

not quite so unfortunate as Mr. Sonloss

would represent it. For instance, the recent

reduction in the rate of interest in the Far

East has sent up the value of all good

dividend paying stocks, so that the old

investor finds that while his income remains

undiminished (for dividends are not likely

to go down) his capital has been augmented

The late Lord BEACONSFIELD once referred

to the chemical trade as a test of commercial

prosperity, and Mr. GLADSTONE on a certain

of his hearers. Following these great minds

kong Ice Company, Limited, received

return of \$60 per annum, while if he has

kept his holding to the present time he has

the satisfaction of receiving a return of more

than \$150 and knowing that if he wishes to

realise he can get \$2,200 for the \$1,000 in-

vested ten years ago. We do not think the

investor has much to complain of in that

position. But, Mr. Schloss would say, in-

professional man dare not "speculate lest

"his daughters should starve." There we

come to a question of terms: where does in-

vestment end and speculation begin? That

would be a difficult question to answer, but

it was never more true than in the present

day that money makes money, provided its

discretion. Those for whom "the country

"has been taxed for years in order

to make them richer while they are

'asleep" are in rather a bad way, but if

they choose to wake up and take an active

dividends and an increase in capital value.

No doubt there is an element of risk in all

of them. Even consols themselves are not

theoretically free from risk, as is shown by

political disturbances; but practically speak-

to go on declining, and the investors who

tionately, but for those who are willing to

The C. P. steamer Empress of India arrived

Yesterday afternoon on the Happy Valley,

after a close and even game, H.M.S. Centurion

The N. P. steamship Victoria, from Tacoma,

has arrived at Yokohama, and sails for this

This afternoon on the Happy Valley the

The P. M. steamer Coptic, with mails, &c.,

via Nagasaki, Koba, Inland Sea, Yokohama, and

Honolulu, arrived at her destination on the 21st

to be solved by the fact that at Ayuthia re-

the 18th Dec.) with two other girls: From all

possession. P.C. Lippiatt also charged one of

the defendants with assault. When arrested

he struck and kicked the constable and owing

custody. An additional fine of \$50 or two

meeting of the Land Investment and Agency

Company, it may not be out of place to suggest

to show a return of 6.61 per cent. Part of anything more to say.

practice game. All players are invited

port, via the usual Japan ports of call, to-mor-

of_the_directorates_

row, the 25th instant.

attend. Kick off at 4.45 p.m.

REUTER'S TELEGRAMS. [SUPPLIED TO THE "DAILY PRESS."]

on Monday night, was yesterday pumped dry

and the hole in her fore part patched up. 81

will be taken into dock to-day or to-morrow.

LONDON, 21st January. THE MONROE DOCTRINE. A resolution of the Committee extending the Monroe doctrine has been reported to the Senate. The effect of this resolution if carried out will be to place the smaller American powers in absolute subjection to the United

THE UNITED STATES AND THE VENEZUELAN BOUNDARY

DISPUTE. President Cleveland's Commission has invited Great Britain and Venezuela to furnish it with evidence regarding their respective claims.

[FROM THE "DANGECK TIMES"] LONDON, 9th January. FRENCH OPINION ON THE TRANS. VAAL CRISIS CHANGES.

The French newspapers are veering round and beginning to be in England's favour. ALLEGED GERMAN PLOTTING AGAINST GREAT BRITAIN. It is believed in well informed quarters tha vestment in ice shares is speculation and the

Germany has for some time past been maturing schemes to arrest the progress of British ascendancy in South Africa. DISCOVERY OF DIAMONDS IN

AUSTRALIA. LONDON, 11th January An important discovery of diamonds has bee

made in North-west Australia.

THE REBELLION IN FORMOS

HEAVY LOSS OF THE

REBELS. PECIAL TELEGRAM TO THE "DAILY PRESS. TAIPEBEU, 23rd January. Battles took place with the retreating rebols

part in the direction of their capital there is abundant room for its remunerative emnear Zelan on the 17th and 18th inst. The ployment. If they succumb to the allure, rebelless on the first day was three hundred killed and on the second day sixty. The ments of speculations in gold mines and the like they will have to stand the risk, but Japanese loss in the two engagements was But the one point I wish to make, gentlemen, first time the gun was fired it would be blown to struck is penetrated because of the hatchet-like per there is very little doubt that relying there are plenty of sound investments to be had offering the prospect of increased

HONGKONG LAND INVESTMEN AND AGENOY CO., LIMITED.

The ordinary general meeting of the Hongkong Land Investment and Agency Company. Limited, was held at the offices, Victoria Build- and accounts. presided, and there were also present-Hon. C. P. Chater, Messrs. N. A. Siebs, D. R. Sassoon. M. D. Ezekiel, S. St. Michaelsen (Directors). at their head, that are looked upon as A. Shelton Hooper (Secretary), Hon. absolute. On these the interest is likely McConachie, Mesers. G. Mürray Bain, G. C. Cox, J. H. Cox, V. H. Dencon, N. J. Ede, J. M. Forbes, C. Ford, E. Georg, J. M. Goosput their money in them will suffer propor- mann, R. Shewan, R. K. Leigh, W. Parlane, has been said about the investment of trust C. S. Sharp, and A. Woolley.

incur the risk of employing their capital in reproductive undertakings there was per-The CHAIRMAN said—Gentlemen, before prohaps never a better field than at the present ceeding with the business of the meeting I desire, on behalf of the Directors, to express day; and wise legislation has already done their sincere regret at the death of their col. M. D. Ezekiel were re-elected directors. much, and may still do much more, to proleague Mr. Poon Pong, who was a member of this Board since the formation of the Comtect the investor in joint stock undertakings pany. The report and accounts for the past | C Peter. from fraud and mismanagement on the part | year having been in your hands for some days, will, with your permission, take them as read, and I trust you consider them satisfactory. You will observe on reference to these that our mortgage account again shows a Kobe at 2 p.m. on Wednesday and left at 10 considerable falling off, and consequently the revenue from this source is correspondingly owing to the larger amount we have in- their addresses are known. vested in property. The total amount on mortgage and invested in property when we defeated the Hongkong Football Club by two closed our accounts was \$4,310,360.66 as against \$1,406,166.59 on the 31st Dec., 1894, yet our total revenue from these sources shows an increase of \$6,693.24 ever that of the previous year. As I have already stated, our properties have continued to improve in their returns, but

\$5,200. The Company's properties have all count of the stringent regulations made by the

At the Police Court yesterday eight coolies, I tions I should like to ask. The first is, Have who were among a party of a thousand. Chinese | you had a report from an independent expert | soldiers going to Pakhoi, were charged with carry. about your mortgages? The second is, Do you \$10 to \$20 were imposed. The defendants had the debit of revenue account? come ashore from a steamship, and on one of The CHAIRMAN-The answer to your inof ammunition; the others had revolvers in their

charged at all on undeveloped properties. Hon. A. McConachin-Thank you. cases on the ground that the defendants were and the rents derived therefrom we only by all present. (Applause).

onlars were given of the Company's properties of the new investments made only very recently of the company and happened, in the other the of any means to minimise the effect of collisions (Applicase). and it would certainly be difficult to find any. whole period under review.

questions I beg to move that the report and be it will also be suggested that one of the with a buffer I made some experiments a few of bard cash subscribed by the shareholders statement of necounts as presented be adopted bulkheads could not stand such an immense pres- weeks ago on board my flagship Emperor Nichoby way of promium on the second issue, and and passed.

amount to 5.66 per cent, which admits of seconding the motion, and I congratulate the ships, which are usually constructed with a were invited to witness them. A model rethe payment of a dividend of 8 per cont. on the management on the statement they have sow bowsprit and so much rigging presenting a ramming vessel was moved by a capital. The dividend is never likely to be mitted and the improvements shown therein. in front that the effect of a collision is of course weight so as to ram a model which repre-

that is about 8 per cent, which is very different place the skin of the chip is penetrated from skin was only elightly bent and not penetrated. Mr. Whitise—I have had the advantage of from what the writer in the Daily Pross made the gunwale to the waterline, and an immense. This experiment is analogous with what hap witnessing the very interesting experiments. The On Sang, which ren on the Cust Rook this year, which is also a gratifying improve— be applied to lessen the danger. I shall try to application of new improvements. Does it builders for the last fifty years—ever since ment. The improvement may to some people be as brief as possible, but, in order that you not also show that something can be done ships have been built of iron—and the subject still it is steady and gradual; and those people matter from every point of view. The first and is the reason, then, that up to now nothing has opposite direction to that explained by Admiral must remember that houses cannot be built all best remedy which one can propose is to avoid a been done to minimise the effect of collision? Makeroff. Whereas Admiral Markaroff seeks at once, nor can suitable tenants be found for collision altogether, and cortainly every improve. We see improvements in every branch of shipthem without loss of time; and loss of time ment in the rules of havigation is very immeans loss of interest, and loss of interest means portant, but the conditions under which seamen item as this left without due attention? There attempted to devise a scheme whereby the ship cent, while here we are receiving very little less. The third remedy is to have watertight bulk: this supposition. It is everybody's fault that At that time—in 1877 or 1878—there were not than 6 per cent, on our original outlay. It heads, so well disposed and to strongly built this prejudice exists. Quand tout le monde a tout le monde a tout le monde a vorld of any nationality whatever which may seem out of place to mention consols that they should localize the inflow of water. tout le monde a raison. Where there is a world of any nationality whatever which Company is, how free from speculative business, and how carefully it is managed, the bulkheads more efficient. I shall not trouble be improved in the desired way they will a vessel to sink, as there were no means and how much more closely than any other you with the details of this most important be improved in a very short time. It is taken for granted that the energy of a however, of the representations made to the interests of the colony, I do not think you before you one single proposition which, in my blow which is developed by one ship striking. of consols and gilt edged scourities there is one builder. Capstons, rudder, engines, cranes, a striking blow of 15,000 foot tons, while the bulkhends are reliable. Even now news travels point I wish to put before the directors, and I winches—everything in fact is tested in order muzzle energy of one 12 inch projectile is 20,000 very slowly, and I should be very sorry do it with very great diffidence because I um to ensure that the whole of the fittings are quite foot tons. You know very well when you propel if this meeting closed without some in not sure that it is a very practical proposal, sound and capable of performing the work they the projectile with this energy one way the gun formation being given as to the conditions Would it be possible to have land shares are meant for. Watertight bulkheads are exincleded amongst the lists of securities, cluded from this examination. If you ask a ship energy into the opposite direction. Should not the list, which the law builder if he tried the bulkheads he will answer thing be arranged to withstand this blow a the present time in the Royal Navy all bulkheads that I was advised that this clearly meant that facturers know how to make guns strong when the boats are going full speed. Engines made as to the strength of bulkheads, and I I could not invest in any stocks at all in Hong- enough to resist the immense pressure of are always reversed before the collision takes. think we may take it that now we know kong, so I had very reluctantly to put money powder, and nobody dare make a gun place and that diminishes the speed consider- very nearly all we want to know as to what on fixed deposit which I would more cheerfully with inferior metal for the simple reason that ably. Experiments show us that if the big amount of stiffening is required in specific have put in land shares. If the idea is im- every gun is put to a very severe trial before it gest ship in the world was going at full cases to make the bulkhead absolutely reliaattention of lawyers and capitalists to this condition were not insisted upon anybody three minutes after the engines are reversed may be taken as reliable in all first class

funds in land shares I can only promise that. directors at their next meeting. The resolution was carried. On the motion of Hon. A. McConachie,

seconded-by Mr. Edg. Messra. N. A. Siels and Mr. Georg proposed the re-election of the retiring auditors. Messrs. F. Henderson and J.

Mr. LEIGH seconded.

The CHAIRMAN. That concludes the business of the meeting, and I am very much obliged to you for your attendance. Dividend warrants will be ready to-morrow on application at the office. Those shareholders outside the colony less, while our rent account has increased, will have their warrants posted to them where

ADMIRAL MAKAROFF'S COLLISIO

 $BUFFKR_{c}$ MEETING AT THE CITY HALL. it must be borne in mind that the whole sum of | Makuroff, of the Russian Navy, met a number | ments which have prior claims to our attention. | shock will be utilised for smashing this nose, | that the ram without the buffer easily penetrated of leading residents in the Chamber of Com- Now I return to the second remedy. The gen- By that time the ship which strikes will lose the model, but when the small false nose, as entire year, and that in this amount are merce in order to give explanations of his pro- eral opinion is that the colliding blow is so very the greater part of her speed, and the other Admiral Makaroff calls it, was applied to the sisting for the greater part of reclama collisions at sea. Hon. A. McConachie presided, of it; but I can give proofs that even when the question whether ships can that it was certainly proved that, as regards tions, which there is little doubt in the and there was a very large attendance, amongst force of the blow is comparatively slight the be provided with a false nose strong enough to the model, the result would be successful. As near future will produce a satisfactory those present being Commodore Boyes, Hon. skin of the ship is penetrated. It is a matter resist the effect of the sea and week enough to Mr. Whiting has just asked, what would be the Commander R. Murray Rumsey, Hon. Comhas again increased, and exceeds that of the mander W. C. H. Hastings, Hon. J. J. Bell- and that very little energy is required to pene- that engineers whom I see in this andience are The effect would probably, be very disastrous previous year by over \$1,600 and of 1893 by Irving, Hon. E. R. Belilios, Captain Tunnard, trate the skin of the ship which is run into, more expert than I to decide this question. If however much the ramming was blunted. But been kept in theroughly good order, which ac- G. C. Anderson, Messrs. A. Woolley, R. steamer which sank the big ocean liner Elbe, simple reason that I wish to exchange ideas unavoidable, and the captain of the ship knows counts for the somewhat large sum shown Shewan, T. Jackson, St. C. Michaelson, W. was of very small dimensions, and struck when upon the subject in order to arrive at a proper his ram is like a knife and most deadly, yet he The remarkable disappearance of G. dos under the heading of repairs, and which will, I. Ramsay, N. J. Ede, W. H. Ray, R. M. Gray, she was going at a very moderate rate of speed. conclusion. Let us imagine that the ness of cannot do anything to provent the loss of life Remedies, says the Bangkok Times, is supposed fear, have to be pretty well continuous on ac. and others interested in shipping and insurance. Everybody knows that the false nose which must ensure with the ship is built as usual, and that the false nose which must ensure with the ship is built as usual, and that the false nose which must ensure with the ship is built as usual, and that the false nose which must ensure with the ship is built as usual, and that the false nose which must ensure with the ship is built as usual, and that the false nose which must ensure with the ship is built as usual, and that the false nose which must ensure with the ship is built as usual, and that the false nose which must ensure with the ship is built as usual, and that the false nose which must ensure with the ship is built as usual, and that the ship is built as usual, and that the ship is built as usual and the ship is built as usual cently there was seen a farang "who looked Government and the Sanitary Board in respect Chamber of Commerce H.E. Admiral Makaroff a few of the passengers and crew were saved. taken off when necessary. I imagine that it in 1890 went into Gibraltar and owing to an more like a Japanese than a European," at a to house property. You will observe that we has kindly consented to come here to-day for the I was a witness of a similar case in the Bos ought to consist of very thin sheets of steel, accident—the steering genr was carried away. rumours in the air of a further reduction, more like a Japanese than a European," at a to house property. You will observe that we has kindly consented to come here to-day for the law. A girl living at carry forward a larger amount than hitherto, purpose of explaining his scheme for minimising phorus. A Russian steamer, Azore; touched say one-eighth of an inch, and should run I believe—the ship became helpless, and she the new buildings on Klong Talat, and to as your Directors, taking into account the the effects of collisions between ships. I may a big French mail steamer, the Provence. The whom Remedies made love, continues our in- falling off in the demand for mortgage and the mention that His Excellency has occupied him speed of the Azove at the moment of collision diagram. Many little ribs and stays inside ought the Azove at the moment of collision diagram. formant, disappeared almost simultaneously (on low rates of interest now ruling, doesn't the study of similar schemes since he was was not more than two or three knots, but her to give enough strength to the skin to evident to all on board the Anson that this course more prudent than the payment of an la young Lieutenant, and some twellty years ago stem made a hole in the skin of the Provence, onable it to resist the force of the waves, was going to happen, yet nothing could be done. with The case of the home investors is of which it would appear that whatever incon- increased dividend. It does not occur to me to one of his inventions—"a collision mat"— and the latter immediately went to the bottom. The space between the false shell and the noise A large hole was bored in the Utopia's side and veniences the absent one is suffering want of make any further remarks, but I shall be pleased was exhibited at an exhibited a company and gentle influences are not among to answer any questions any shareholder may and received such general attention and approval than a year ago, also in my presence, in the fibrous substance (not powder). This sub-Hon. A. McConachie-There are two quest navies. He has also occupied himself with the 400 tons displacement and of a very light and the shell will play the role of a pillow-case, long ht to be drawn to this matter. The Utopia "to other classes by the reductions of ing arms without a licence. Fines ranging from place the interest on undeveloped properties to ley, Chief Engineer to Sir E. J. Reed, the great made was big enough to permit of the entrance is no energe in the fore compartment of the ship scorectly any speed at all; the vessel was simply. London on the suggestions advanced by His armour at the waterline an immense rush of work of a few hours to mufasten the bolts and a ram. quiries is "No" in each case. No interest is Excellency. At this time Admiral Maka- water into the vessel would have followed. remove the smashed false nose in order that the roff was only beginning, as it were, his It is a known fact that two years ago a torpedo ship may continue her voyage as if nothing had to the remark made by Mr. Whiting about

Mr. C. S. Sharp-Mr. Chairman, I think recognized the great ability of their young shareholders must have observed with grati- officer, and rewarded-him by rapid promotions. I believe the examples which I have given are out which is the best way of constructing the false | enhance their safety. This Committee drew Company derives from its investments and pro- listen to, coming from such a distinguished is, the skin of the ship collided with is of a will amount to only a trifling percentage of the be constructed. He also mentioned that on months imprisonment was passed upon this perty. I hope that this increase may be capable unvalofficer and hearing on such an important certainty damaged, and a rush of water follows. loss which is being continually caused by col- boarda man-of-war every compartment was tested of expansion in the near future, because I notice | subject as the reducing of the risk to life, and It is believed that nothing can be done to lisions. Lot the best engineers work out with the exception of the big compartments. the defendants, asked for a re-hearing of the arms | that taking the amount invested in property, will be followed with close attention | their plane and submit them to experts | do not speak of small balkheads, because the

Mr. Sharp—I see.

The Chairman—As there are no further big compartments were filled with water. May with a ram which is without a buffer and a ram Mr. Woolley—

may be much more, as a good deal of the wrote to the Daily Press the other day that in the old days the speed of the ships was buffer of a quarter of an inch thickness of property is undeveloped. Some informa (laughter)—has been unintentionally a little very much less than it is now, and that the cotton cloth was made which could be adjusted nessed any experiments on a large scale with the cotton cloth was made which could be adjusted nessed any experiments on a large scale with the low was dealt without this special fulse nose? the progress of the development, and if, as Mr. on mortgages is not, I think, at any rate there effectively than the buffer the ram easily penetrated the skin | His Excellency—In answer to that ques-

is if mortgages, consols, and Indian railway pieces. If we cannot accept guns, capstans, action of the striking vessel. Should upon that is like relying on a broken reed. If shares, and other stocks of that kind are held in. winches, &c., without trial, why then do we the fore part of the ship be flat the skin of the you make a hole six inches square and ten feet such high favour by the law, why should land accept bulkheads without trial? I propose that ship collided with would be battered in, but not below the water line, a thousand tons of water shares, which seem to me a much simpler and when a ship has been fitted with engines, broken. The effect of the collision would be an hour comes into the boat, and it is hardly more convenient and more easily realisable boilers, watertight doors, and everything damage more or less serious, but there would be necessary to say that there are few vessels that form of investment in mortgages and land, be else which cannot be damaged by water, excluded? (Applause). I have very much a trial of the bulkheads should take place pleasure in seconding the adoption of the report by filling the compartments with fresh water ship could not be easily propelled, and besides, if the method proposed by Admiral Makato the upper part of the bulkheads. This we make the fore part of the ship flat we should roff, I wish to say that I am of opinion Mr. SHARP-I should like to disclaim any trial ought to be made in the presence desire to be unfriendly or unfair to the Com- of competent officials, who should certify In order to show the difference of the effect of problem we have before us is to so direct the pany. My remarks were made in a spirit of that the bulkheads are strong enough to withfriendly criticism and nothing else. (Hear, stand the full pressure of water, and that they are watertight. This trial over, the boilers, Mr. Shewan-I think I said the error was evlinders, pipes., &c., can then be covered with the usual non-conducting composition and the him by pressing him with the point of a sharp fifteen knots. The energy in that vessel is so The CHAIRMAN-With reference to what cabin fittings put in their proper place. Probably all this work will occupy a week or so, but the loss of time will be amply compensated ward. Now suppose I push him with the flat four or five knots there is very little doubt The SECRETARY read the notice calling the the matter will receive the attention of the for by the ship being guaranteed absolutely of my hand. He will be neither wounded nor indeed that some applicace of this kind would trustworthy in this respect. If the collision killed; he will simply be moved from his place. do a very great deal to promote the safety of takes place upon one of the main bulkheads, This clearly shows that the solution of the pro- the vessel struck. I hope I am not speaking at two compartments are filled with water. In blem is to build a ship in such a way that her too great length on this matter, but there is order to avoid this I propose that each main | fore-part should be sharp while she is propelled one other point I want to speak about bulkhead should be supplied with extra small through the water, but that at the moment the There is no doubt about the possibility of buildwatertight compartments at the side of the nose of the ship touches the skin of another her ling such a structure as is proposed by Admiral ship and from ten to twelve feet wide. Then fore-part should collapse and present a flat sur- Makaroff, but whether it could be always carried the collision would only affect one bulkhead of face. The power of the shock will consequently is not a matter I am competent to discuss. It these small compartments, and the result would | be distributed over a wide surface of the skin, | seems to me to present a great many difficulties. be that instead of two big compartments being | bonding inside ribs, beams, &c., without making | I have a doubt whother it would be readily capfilled with water only one big compart. a hole in the skin. Some part of the power of able of being disconnected when you were about ment and the little one would be flooded. | the shock will be exerted in collapsing the fore | to proceed into action. I do not say this is an The fourth remedy for preserving the safety of | part of the colliding ship, and if this part is | insurmountable difficulty, but I do not see now the ship consists of a means whereby leaking designed properly the collapse will absorb the how the difficulty can be overcome. How to may be stopped. Twenty-five years ago I pro- greater portion of the blow. It would be most minimise less of life and property through colposed the use of collision mats; one of them was desirable that at the moment of touching lision is a question that certainly merits the exhibited at the Vienna Exhibition and every the false nose should begin collapsing before man-of-war of every nation has them now. Lately the skin of the other ship begins to give I have improved this apparatus, but although way. The force required for collapsing they are invaluable on men-of-war I do not should increase with the progress of this Makaroff has told you that I witnessed his think they will be ever accepted for merchant collapse, because more surface of the striking experiments, and from what I saw it seems to ships, because in order to use them to advantage | ship is engaged in resisting the shock—may be | me they were most successful when the buffer ine crew must be regularly drilled. I do not | it will be possible to altogether avoid damage | was applied to the model; what the result say the mats are useless for commercial ships, to the vessel which is struck by so arrang- would be if applied to a large ship I cannot tell, Yesterday afternoon His Excellency Admiral but there are now more important improved ing the false nose that the full power of the but it was clearly shown in the experiments

> posed method of minimising the effects of powerful that nothing can minimise the effect will recede in a corresponding manner. Let ramining ship, the only result was a dent; so of fact that the vertical stem acts as a knife give way at the moment of collision. I feel case if the ship was going at a high rate of speed? B.N., Captain Tillett, Captain Burnie, Captain | We know, for instance, that the Crathie, the I venture to propose something it is for the there are no doubt occasions when a collision is The CHAIRMAN-On the invitation of the bottom in a very short space of time and only is an additional part which can be put on or case of the Utopia, an Italian transport, which as to lead to its adoption by most European harbour of Chefoo, when a torpedo catcher of stance is intended to play the role of a cushion As Mr. Whiting has said, special attention study of the improvement of bulkheads, etc., construction touched the cruiser Paniat Acous After collision the false nose will present the is a case in point. If there had been a shield and the importance of his ideas in this latter and although the stem of the torpedo catcher appearance as shown in the diagram. The ship's for the ram a very serious loss of life might have connection so favourably impressed Mr. Mor- | was of very delicate construction, the hole | nose will not be damaged, and as generally there | been averted. This was a case where there was naval constructor, that he publicly lectured in of a tall man. Had there been no belt of in front of the collision bulkhead, it will be the drifting down on the bow of a man of way with naval career, but his own Government very soon | bout of 70 tons displacement went into a manof-war and the skin of the latter was penetrated. on experiments on a large scale in order to find there was a Committee which did much to

blows are so very heavy, but this does not mean | for examination. After this a general law | surface is so small that they are bound to resist Admiral MAKAROFF-Mr. McConachie and that nothing can be done in case of only a slight | might be passed making it compulsory for the pressure they are put to; but I wish ship. because they were in the service of the Chinese cent., or taking off the amount charged gentlemen, I need not tell you that shock. I may give an example which will prove every ship to be provided with a false nese, builders to be absolutely sure about the big Government. A re-hearing was fixed for to- to repairs to house properly, the return collisions are very frequent in these days. that two ships may collide without damage Unfortunately in this matter everybody is in bulkheads, because even if the strength of the dwindles down to 3.84 per cont. You have just I have no statistics, but every one reading one being sustained by either. Thirty years ago terested in a general manner but nobody in from is well calculated we must not forget that In reference to remarks made at yesterday's Company's undeveloped properties are likely to almost every day some information about the opportunity of ramming exercise. Two show a considerable increase, and I hope this | collisions at sea and their fatal consequences. | gun bouts of 300 tons were employed for | particulars of the building of a ship. They are | when the doors would be forced from their posiwill prove to be the case. With regard to the In some cases the newspapers give different | this purpose, and each beat was entirely obliged for a certain percentage to guarantee tion and an inflow of water would follow. that the interest payable on money on deposit matter of the Company's mortgages we have details; but more often the report is very surrounded by a large fender two feet in diameter, any risk. If one Insurance Company insists The steam-pipes are passed through the with the Company should in future be shown now advanced something like two-thirds of the brief and simply states that such a way that when in the accounts. Shareholders would then be capital on these mortgages, and considering the a ship went to the bottom, and so many bound firmly tegether so as to present a pose then surely the number of the Company's pressure is applied the pipes give may. How able to see what the Company's own funds were limbortance of this matter I think, if I might lives were lost. Everyone of us is so much | yielding shield. This protection was sufficient | clients will be followed | can we guarantee that these things will not "the unlucky investor cannot in any way for the Company's meaning, which at present cannot be gathered suggest it, it would be well for the Company's meaning, which at present cannot be gathered suggest it, it would be well for the Company's meaning, which at present cannot be gathered suggest it, it would be well for the Company's meaning, which at present cannot be gathered suggest it, it would be well for the Company's meaning the result of the company in laccustomed by a diminution of the Company's meaning which at present cannot be gathered suggest it, it would be well for the company in laccustomed by a diminution of the Company's meaning which at the present cannot be gathered suggest it, it would be well for the company in laccustomed by a diminution of the Company's meaning which at the present cannot be gathered suggest it, it would be well for the company in laccustomed by a diminution of the company in laccustomed by from the accounts as published. As stated in a future to give some sort of report annually, as we do not sak ourselves whether it is really by the other. It is true that the speed of the Now should one shipowner put a false nose on feetly deferential to the opinion of the gentleparagraph a few days ago, the amount is done by other companies in Hongkong, as to unavoidable that after the collision one ship vessels was never higher than six knots, but I his ships he would lose, because the false nose would man who has spoken, but still I think that the advanced on mortgage is \$2,512,624, and whether these mortgages have been looked into or both of them should go to the bottom. It saw myself that the concussion at the moment weigh about two tons and cost about £200, and only true trial is to fill all the compartments

Company's shares as the consols of Hongkong last few months of the year and not for the to accurately record the details, and as a rule been in the place of the Pamiat Asova she would The CHAIRMAN—The Admiral will be very

and lands in the same breath, but if you It was at the beginning of my service that I prejudice there is no progress, and the first satisfied even the most rudimentary necessities consider how safe and solid and strong this commenced to study this question, and some thing that we have to do is to remove the for safety in time of collision, and only will find the comparison so far fotohed. At opinion, will produce a great improvement in another is so very great that no means can be forward, and now owing to the efforts of Lloyd's any rate there is no other company, in Hong-this matter. I wish to draw your attention to devised to absorb it without injuring the ship's and the Board of Trade, all first class passenger kong that so well deserves to be called the the fact that everything on board a ship is tested skin. Let us see if this is so. A big ironclad steamships are more or less provided with bulkconsols of Hongkong. While on the subject before she is taken from the hands of the ship. of 10,000 tons running at five knots speed gives heads against collision-niways supposing that allows for the investment of trust funds? "Yes;" and he is perfectly right, because he lot of damage would necessarily follow. But of any moderate size and all compartments of I know that a good many trustees would be is obliged to test them with the fire hose. If, hydraulic buffers easily absorb this energy moderate size are actually filled with water, not glad to be able to put their money in lands if after collision, bulkheads were not subjected to in a space of two feet, and really the only to the level of the water line, but generally they could do so without breaking the law. I a more severe trial of their strength, then of shock is scarcely felt on board the ship, about five feet above the water line. With regard myself have had to invest money under a trust course it would be all right, but unfortunately, If it was a question of absorbing the energy of to the larger compartments you have no other leed which distinctly states that the trustees when a compartment is filled with water the the big fronclad striking perpendicularly on test but the hose to apply, but it must be borne in can invest in any lawful securities. To the pressure which the bulkhead is subjected to some firm solid block strong enough to receive mind that very elaborate calculations can be ordinary mind it would seem that there are is very heavy, and I think the only way to be that blow, then an ordinary 12 inch gan's made, and I can speak in an impersonal way many lawful securities in Hongkong, and it absolutely certain of the strength of the bulk buffer fixed on the ram would take the whole because they were made by members of Lloyds' would never occur to him that land shares were heads is to try them under similar conditions energy of the 10,000 ton ship striking at the Registry and also by the Bulkhead Committee an unlawful security. These who unfortunately to those in which they will be after the com- speed of five knots. This example shows that which sat about three years ago. Very useful have had experience of the peculiar workings partment is filled with water. Allow me to the energy of the blow is not so very enormous, work indeed was done by the Bulkhead Comof the legal mind will not be surprised to hear give you an example. Now only few manu- Generally speaking a collision nover occurs mittee and some valuable experiments were

practicable it will do no harm if I call the is taken from the hands of the makers. It this speed ahead she could be brought to rest ble in case of collision. Indeed, bulkheads point and ask them to bear land shares in could make a gun which would resemble the from full speed ahead to full speed astern. steamers; they will not forsake you just at the mind when next drawing up their trust deeds. very best specimen, but it is cortain that the I have pointed out that the skin of the ship moment of trial. With regard to the lock stopno hole in the skin. Certainly, it is impossible can have any appliances for turning out that to build a ship with a flat nost, because such a amount of water. Then coming directly to be safe only when the blow was perpendicular. I that it rests on an entirely sound basis. The the sharp bow and the flat bow, allow me to energy that it shall crash up ascless material give you the following example. Suppose I and so save the vessel from foundering. Adsee the Chairman in danger and I wish to move miral Makuroff very wisely limited his method him in order to save him. If I try to move to low speed. Take a 10,000 ton ship going knife I am sure to kill or at least to wound him enormous that it would be very difficult to before the force of my blow sends him back- frustrate it. But when you come to a speed of

borrowed at one rate and lent out again at the first part of your remarks I may say that in collisions, but it is certain that the court drove the torpedo cutcher were not a fund can be raised and given to the Board of has made on this grave subject of collisions; another. Deducting borrowed money, the earn. the developed properties held by the Company will study chiefly the question as to who in the least affected by the force of the blow. This Trade or to eny institution which will carry and to assure him that every person in this room work out from the accounts. It would be well, instance these properties give a return of from | builders tell us that ships are divided by the Is there not a striking difference in the result of be reminded that the loss of property from | important a subject will be prepared to thank ment Co., Limited, if in the report some parti- of interest appears low is that there are many is sufficient to keep a vessel affort should one in one case the ships continued their practice day many lives are lost, owing to the absence

> it is taken for granted that the collision took. have gone to the bottom. In order to demon-pleased if any gentleman will make any remarks Mr. WOOLLEY-I should like to oek a question. In the naval manceuvres to which your Excellency referred, at what rate of speed was

His EXCELLENCY—Six knots; the same speed at which the tornedo boat that struck the Pamiat Arova was going. Hon. COMMANDER IL, M. RUMBBY-I should ike to ask his Excellency whether he has wit-

Shewan suggested at yesterday's meeting, an is no reason to suppose it—entirely cash belong. Ithe present day. A fiddle bow usually damaged of the other model and the ramming vessel tion I may say that such experiments would be application is to be made for legal sanction to ling to the Company. Some of it is probably only the apper part of the ship, and before the made an inroad of three-quarters of an inch, too expensive for a private individual, and the continues it will within twenty years be the investment of trust funds in the Company's borrowed, for I see on the other side accounts water line could be reached the force of the land out a hole two inches in length, which in experiments I carried out were with a model stock the application would have to be supported payable amounting to \$442,000 old. Now sup- blow had spent itself. The ships of to-day travel | reality means eight foot. When a similar ex- | which was provided with a kind of cetton buffer. by much more detailed particulars of the business pose the Company, for the sake of argument, at a high rate of speed; they have great dis- periment was made with the buffer on the ram These experiments were carried out on board and investments than are given in the accounts has borrowed \$400,000, that would leave placement and their vertical bow is so strong an inroad of only a quarter of inch was sufficient the Emperor Nicholas, and nothing has yet 32,100,000 cash advanced, and the return on and so sharp that the moment collision take to strest the progress of the vessel, and the been done on a large scale.

out, which was something like, I think, 6 per rush of water into the vessel is the result. pened in the two before mentioned cases. It which his Excellency Admiral Makaroff has carcent. I also notice an increase in the commis. Let us go into the details of the collision so shows that the model experiments, if properly, ried out. I may say in the first place that the sion account from \$7,800 last year to \$8,925.96 that we can ascortain whether any remedies can carried out, are very useful in testing the whole question has occupied the attention of shipseem slow and perhaps not very substantial, but should better understand, let us look, at the to minimise the effect of collision? What has hitherto been approached from just the loss of revenue. It is a mistake to expect large have to navigate are sometimes so difficult that is something which interferes with this most struck would be proof against disastrous results profits from this property all at once; This is it is perfectly certain that collisions will take necessary improvement. I believe I shall not after collision. That idea fell into disuse not a speculative stock; it is a stock eminently place in future, notwithstanding any rules hurt anybody's feelings if I say that the main until about eighteen years ago, when the Adfor the cautious and careful investor who, above that may be proposed in order to make naviga- reason why ships are not improved in this way, miralty, for purely military purposes, thought all things, seeks safety for his investments, tion as safe as possible. The second remedy is the false supposition that they cannot be it would be desirable to use merchant ships for (Hear, hear). Such an investor at home would is to minimise the effect of collisions, and on improved. I believe this is really due to pre-war purposes, and a large number of bulkhead the receive from consols semething less than 2; per this point I shall speak afterwards in detail. judice; at any rate no scientist has yet proved, subdivisions were introduced into the ships.

🖟 Commodore Boyes—Mr. Chairman, Admiral

attention of the whole mercantile world. (Ap-

Admiral MAKAROFE—I wish to call attention happened. Libelieve that it is necessary to carry bulkheads being considered reliable because

> through the newspapers with the fact that ha has given his attention for so many years to so tion to his suggestions and to his views.

The moeting their terminated

AN EPISCOPAL MANDATE

The Roy. Canon Greenstock annunced in the Anglican Church at Bangkek on a recent Sunday morning that the Lord Bishop of Singapore would be in Bangkok the following Sunday and than proceeded to read the follow-

COMMISSION FROM THE BISHOP OF LONDO Frederick by Divine permission Bishop of London, to the Right Reverend George Frederick, by Divine permission Bishop of Singapore, Labhan, and Sarawak, groot-

ing, which may interest some of our roadors:-

WHEREAS there are divers persons Members of the Church of England resident in the Kingdom of Siam, who, as not being within the Diocese and Jurisdiction of any Bishop of the said Church, are commonly supposed to be

		THE HONGKONG
under the spiritual jurisdiction of the Bishop of London.	OPIUM,	EMOLTAMITML
Now we the said Frederick, Bishop of Lon- don, do by these presents, as for as by law we may or can, authorize and empower you, the	New Malwa	WORTH A GUINEA A BOX.
said George Frederick, Bishop of Singapore, Labuan, and Sarawak, in our stead to administer	Patna (New)	BEECHAM'S DILLES
the rite of Confirmation to all British subjects so resident and subject to our spiritual jurisdiction as aforesaid; and as regards all such	Benares (Old)	BILIOUS AND NERVOUS DISORDERS ANNUAL SALE SIX MILLION BOXES.
British subjects to do and perform all such other Episcopal acts and functions in relation to the premises as we ourselves could perform		The 1s. 11d. Box contains 56 Pills. Price 50 Cents.
if personally present. Given under our hand and Episcopal seal this eighth day of November.	HIGH WAYER. LOW WATER,	Prepared only by the Proprietor — THOMAS BEECHAM, St. Helens, Lancashire
in the Year of Our Lord one thousand eight hundred and ninety-five, and in the eleventh year of our translation.	Hongkong Height Hongkong Holght.	SOLE AGENTS for Hongkong and the Empire of China
F. Londin.	Fri. 24 m 1 53 1 10 m 7 59 0 9 3 19 a 3 8 11 40 a 0 10	75] 66, Queen's Road Central; Hongkong:
The British steemen Bendall from Walt 1942	Sat. 25 m 4 3 1 3 m 8 5 1 0 - 4 10 a 4 2 m 0 51 0 1	BOMBAY BURMAH TRADING COR- PORATION, LIMITED. BANGKOK AND RANGOON.
The British steamer Benledi, from Moji 18th Jan., had strong N. and N.W. winds.	Mon. 27 No inferior high m 1 40 0 8 0 5 5 3 nor low water. Tues. 28 m 9 22 1 5 m 2 21 -1 4	TEAK SQUARES, PLANKS, BOARDS and
The British steamer Eton, from London 28th Nov., and Singapore 14th Jan., had very strong monsoon with high head sea.	Wed. 20 16 58 8 5 9 m 11 20 1 5 m 9 42 1 8 m 2 58 -1 10 7 80 8 1 0 53 8 1 4 Thur. 30 m 10 10 1 10 m 3 30 -2 2	SCANTLINGS, PLANED, TONGUED, and GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAK SHINGLES FOR ROOFING.
The British steamer Hangehow, from Wuhn	The height of mean sea-level has been determined, from the tidal observations of 1887 and 1888, as 5.87 feet above zero of	PINHADOE RAILWAY SLEEPERS for all GAUGES.
and Chinkiang 18th Jan., had strong monsoon wind from Turnsbout to Breaker Point; remainder passage fine weather.	the tide-gauge at the Kowloon Tidal Observatory; and the Lower-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 3.87 feet above zero. The heights in the Tables marked with a minus sign (—)	Rates Supplied and Orders Booked by JARDINE, MATHESON & CO. Hongkong, 3rd May, 1895. [2264]
The British steamer Keeng Wai, from Bang-	are below Lower-water Ordinary Spring-Tides, and should be subtracted from the constant given above.	MARBOLINEUM-AVENARIUS
kok 15th/Jan., and Ang Hin 16th, had variable light winds to Pulo Obi; thence to Padaran moderate E. to N.E. winds, freshening until	THE WEATHER. CHINA COAST METEOROLOGICAL	Thoroughly reliable preservative for Wood
Gap Rock was passed. The British steamer Namoa, from Foochow	REGISTER, 22nd JANUARY, AT 4 P.M.	and Stone against White Ants, Decay, Fungus, Rot, and Dampness.
19th Jan., Amoy 20th, and Swatow 22nd, had moderate N.E. wind and cloudy sky to Amoy.	Hormeter red. to sea level and ligo. Fure. Temperation. Force Jours Neather. Weather. Meather. Light Just 24 hours	Sole Agents for China, SCHEELE & CO. Hongkong, 25th January, 1892. [251]
From Amoy fresh to moderate E.N.E. wind and following sea to port. From Swatow moderate E.N.E. wind and overcost weather to port. In	Restrict Notate Notate Notate Notate Notate Notation. Nestrict Notate	CUTLER, PALMER
Pagoda—Strs. Krim and Chodari Maru, U.S.S. Concord, H.M.S. Swift in Foothow. In Amoy	Wladivesteck 29.95 5 — NNE 3 0 Tokyo 29.84 — NE 1 —	& CO.
—Strs. Thales and Dante, H.M.S. Plover, and I.G.M.S. Arcona, Princers Wilhelm. In Swatow —Strs. Sishan, Cheang Hock Kian, Hunan,	Nagasaki 30.31 42 47 NW 3 b Shanghai 36.32 44 74 NNW 3 b Sharp Peak 30.34 51 96 NE 1 b	Have been Shippers to China for nearly 75 years. Their Brands are favorably known all over the World.
Tamsui, and Wing Hong.	Amoy 30.25 61 60 ENE 3 b Swatow 30.22 62 — E 3 b	This ancient House consign to us their well-known very old, and
AMOY SHIPPING. January— REIVALS. 19, Yungchi Thinese str., from Shanghai.	Hongkong 30.23 63 72 ESE 1 0 Victoria Peak 0	Al QUALITY COGNAC, Distinguished by 4 STARS on the label.
14. Formosa, Mish str., from Hongkong. 14. Pingchin Chinese r-c., from Lighthouses.	Gap Rock 30.22 — — ENE 3 — Macao 30.21 66 54 ENE 1 c Pakhoi 30.18 53 — NNE 4 c	Price \$19.00 per 1 dozen bottles. SUPERIOR OLD COGNAC.
16, Namyong, British str., from Hongkong. 16, Namoa, British str., from Hongkong. 16, Benlomond, British str., from Foochow.	Haiphong 30.20 59 91 - 0 0 Bolinao 29.98 80 78 N 2 b Manila 30.00 82 70 wsw 1 o	Distinguished by 3 STARS on the label. Price \$17.75 per 1 dozen bottles.
16, Anna Bertha, German bark, from Chefoo. 17, Haitan, British str., from Foochow. 17, Cheang H. Kian, British str., from H'kong.	Cape S. James — — NE 2 or 23nd JANUARY, AT 10 A.M. Władivostock 30.15 5 87 NNE 2 b	VERY GOOD COGNAC, Somewhat younger than the above. Distinguished by 2 STARS on the label.
17, Yungching, Chinese str., from Swatow. 17, Sabine Rickmers, Ger. str., from H'kong.	Tokyo 29.88 — — Nw 4 — Nagasaki 39.43 41 59 NNE 2 c	Price \$14.00 per 1 dozen bottles. "PALL MALL" WHISKY.
17. Shengking, British str., from H'kong. 18. Kwong Mo, British str., from Hongkong. 18. Zafiro, British str., from Hongkong.	Shanghai 30.48 37 91 xw 3 b Sharp Peak 30.46 51 90 xnw 2 o Amoy 30.39 56 75 xnw 3 c	Eleven years old, very fine quality. Each bottle bears an analyst's certificate.
18, Formosa, British str., from Tamsui. 18, Clara, German str., from Tamsui.	Swatow 30,37 63 - N 1 b Canton 30,43 56 81 NE 1 o Hongkong 30,38 60 73 E 3 o	The quality is guaranteed. Price \$16.75 per 1 dozen bottles.
January— DEPARTURES. 13, Kwong Mo, British str., for Hongkong. 13, Thales, British str., for Swatow.	Victoria Peak. — — — ESE 3 — Gap Rock 30.31 — — ESE 5 —	Well-matured HIGHLAND MALT
13, Kansu, British str., for Shanghai. 14, Formosa, British str., for Tamsui.	Pakhoi	WHISKY, Blended by CUTLER, PALMER & Co. Moderate in price, excellent in quality.
14, Hailoong, British str., for Swatow. 14, Yungching, Chinese str., for Swatow. 15, Iltis, German g-bt., for Foochow.	Bolingo 30.10 79 78 RSE 2 c Manila 30.12 81 76 WBW 1 c Cape 8. James — — NE 2 om	Price \$14.00 per I dozen bottles.
16, Names, British str., for Foochew. 16, Benlomond, British str., for Hongkong. 17, Pingohing, Chinese r-c., for Lighthouses.	On the 23rd at 11.5 a.m. Forecast Barometer steady: moderate fresh N.E. winds: fine.	BRODIE & CO.'S FINE SCOTCH WHISKY,
17. Haitan, British str., for Swatow. 17. Yungching, Chinese str., for Shanghai.	Previous On date On date of the day 4 p.m. at 10 a.m. at 4 p.m.	in "Squat" Bottles. Price \$10.00 per 1 dozen bottles.
17, Shengking, British str., for Shanghai. SHANGHAI SHIPPING.	Barometer 30.23 30.38 30.27 Temperature 63 60 65 Humidity 72 73 64	C. P. & CO.'S OWN SPECIAL BLEND SCOTCH WHISKY,
January— ARRIVALS. 17, Fooksang, British str., from Swatow.	Direction of wind E.S.E. E. E.S.E. Force : 1 3 2 Weather	in Patented Bottles. Price \$9.00 per 1 dezen bottles.
17, Chihli, British str., from Hongkong. 17, Wuchang, British str., from Chefoo. 17, Meifoo, Chinese str., from Swatow.	Highert open air temperature on the 22nd	GLENIFFER BLEND, SCOTCH
17, Hsinchi, Chinese str., from Foochow, 17, Sin Fokin, British str., from Hongkong.	2—TEMPERATURE in the shade in degrees Fahrenheit, 3—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.	WHISKY, Moderately priced, good quality.
anuary— DEPARTURES. 17. Kansu, British str., for Chinkiang. 17. Yokohama Maru, Japanese str., for Japan.	4Direction of the Wind to two points. 5Porce of the Wind according to Beaufort Scale. 6State of the Weather; b. blue sky; c. detached clouds; d. driezhing min; f. log; g. gloomy; h. bail; l.	Price \$8.00 per 1 dozen bottles. INVALIDS' PORT.
17, Anne Main, British bark, for Nagasaki. 17, Hsinyu, Chinese str., for Hongkong. 17, Tordenskjold, Norw. str., for Kobe.	rain; a. andw; t. thunder; v. visibility; w. dew (wet). F. G. FIGG.	This Wine is old, soft, and delicate. We strongly recommend it.
	Hongkong Observatory, 23rd January, 1896.	Analysed and Certificated by Professor Cassall, Price \$16.75 per 1 dozen bottles.
THURSDAY, 23rd January.	MESSRS. FALCONER & Co.'s REGISTER, Jan. 23rd. Barometer 9 A.M 30.35 Therm. 9 A.M. (Wetbulb) 58 Barometer 1 P.M 30.26 Therm. 1 P.M. (Wetbulb) 59	DOURO PORT, This is a fine quality Wine of exceptionally
CLOSING QUOTATIONS. EXCHANGE	Barometer 4 P.M 30.24 Therm. 4 P.M. (Wet bulb) 60 Thermom. 9 A.M 62 Therm. Maximum 64 Thermom. 1 P.M 63 Therm. Minimum (over	good value. Price \$12.00 per 1 dozen bottles.
ON LONDON.— Telegraphic Transfer	Thermom. 4 P.M64 night)	SHERRIES,
Bank Bills, at 30 days' sight 2/13 Bank Bills, at 4 months' sight 2/13 Credits, at 4 months' sight 2/2	ALTER W. BREWER:	The Earl Misa's shipping. Price \$16.75 per 1 dozen hottles.
Documentary Bills, 4 months' sight 2/21		LA TORRE, Price \$14.00 per 1 dozen bottles. Pure and natural Wine; a tonic.
Bank Bills, on demand 2.69° Credits, at 4 months sight 2.74		WHITE SEAL SHERRY—Popular at the Club.
On demand	WHITAKER'S ALMANACK.	Dry, delicate, and of fine flavour. Price \$17.75 per 1 dozen bottles.
Bank Bills, on demand Credits, 60 days' sight N Bombay.—	WHITARED S ADMANACK.	CLARETS in Quarts and Pints.
Telegraphic Transfer	HAZELL'S ANNUAL.	CHATEAU MOUTON. For a good after dinner Wine we recommend this.
Telegraphic Transfer		Price \$26.75 per 1 dozen bottles. LAROSE. This is a very attractive Claret, of
N SHANGHAI.— Bank, at sight		Price \$15.75 per 1 dozen bettles.
On demand par.	WALTER W. BREWER,	MARGAUX-MEDOC. A breakfast Claret. Price \$8.75 per 1 dozen bottles.
On demand	Under Hongkong Hotel.	LIQUEUR
On demand overeigns, Bank's Buying Rate 9.18 out Leaf, 100 fine, per tael 47.90	K ELLY & WALSH, LIMITED.	BENEDICTINE, D.O.M. Price \$33.50 per 1 dozen bottles.
JOINT STOCK BHARES.		CUTLER, PALMER & Co.
anks— [\$350 sellers	NEW BOOK BY STANLEY WEYMAN. "THE RED COCKADE."	Agents—SIEMSSEN & Co., Hondrong.
Hongkong & S'hai \$125 180 p. et. prem., == China & Japan, prf nominal nominal	Stanley Gibbon's Stamp Catalogue—Latest.	CUTLER, PALMER
Natl. Bank of China	The Breechloader and How to Use It. New Stock Association Footballs.	& CO.'S.
ell's Ashestos E. A 15s. \$105, sellers frown & Co., H. G \$50 \$5, sellers	Kipling's Second Jungle Book. British Journal of Photography Almanac.	PRICE \$9.00 PER DOZEN
ampbell, Moore & Co. \$10 \$3, buyers armichael & Co \$20 \$10, sellers	A 1 Telegraphic Code. ABC Telegraphic Code.	TI'S IN IA
hinese Loan '86 E Tls. 250 10 p. ct. prem. akin, Cruicks'k & Co. \$5 \$1	My Japanese Wife. Senf's Stamp Albums—Latest Edition.	Blend of Selected
airy Farm Co	Stanley Gibbons Stamp Albums and Supplement. Was Israel ever in Egypt? by Dr. Baleson.	Distillations of the Finest Scotch Whiskies
Brick and Cement \$121 \$6.50, sellers \$50 \$36	The Light of Asia; Cheap Edition. The Book of Puzzles, by Sphing.	Apply to SIEMSSEN & Co., Hongkong. [33]
longkong Electric \$8 \$6.75, sellers L. H. L. Tramways \$100 \$84 ex div., sellers	An Australian in China, by Morrison. Heart of the World—Rider Haggard. Notable Answers to One Thousand Opestions	CUTLER, PALMER & Co.
longkong Ice \$50 \$101 & K. Wharf & G. \$50 \$47 k sales	Awheel to Moscow and Back.	WINE SHIPPERS SINCE 1815, Who have consigned their Brands to our care
longkong Rope	How to Treat Accidents and Illnesses. The China-Japan War, by Vladimir.	for over half a century. Apply to G. C. ANDERSON. Messrs. JARDINE MATHESON & Cc.
Canton	KELLY & WALSH, LD. [23]	Hongkong, 121 And to their friends in Shanghai.
Hongkong Fire \$50 \$2971, sales North-China £25 Tls. 220, sales		
Union \$25 \$197, sellers Yangteze \$60 \$120	Abolli	MMINIS
H. Land Investment. \$50 \$39, buyers Humphreys Estate \$10 \$91, sellers	ZIJJUUU	IUUI UU.
West Point Building \$40 \$19 Auxon Sugar \$100 \$59, sellers		
Charbonnages	"THE QUEEN OF	TABLE WATERS."
New Balmoral \$3 \$1.60, sellers		

الموالم المعالم م

Steamship Coys.— China and Manila ...

Chine Shippers Douglas S. S. Co. ...

H. Canton and M ...

bales wra silk,

Do. (Preference).

\$50

£5 \$50 \$20

CHATER & VERNON, Share Brokers.

Indo-China S. N. 210 \$57, sales & sellers.
Wanchai Wareh'se Co. 3374 \$42, sellers
Watson & Co., A. S. 510 \$112, sellers

EXPORT CARGO.

the 16th January :- For London-9 cases silk

piece goods, 4 cases floss silk, and 17 cases

sundries from Foothow. For Glbraitar-3 packages sundries. For France-217 bales raw

silk, 301 boxes tes, and 15 packages hair. For

Milan—90 bales raw silk. For Odessa—20

Per P. & O. steamer Kaisar-i-Hind, sailed on

\$4.75, sales & buyers

\$51, sales & sellers

\$1 \$1.60, sales & buyers

\$36}, sales

B, DALMER & Co. SHIPPERS SINCE 1845, nsigned their Brands to our care over half a century. y to G. C. ANDERSON. RDINE MATHESON & Co. Hongkong, their friends in Shanghat.

wholesome aerated water which Art can supply. THE TIMES.

SOLE AGENTS:

CARLOWITZ & CO. HONGKONG, CANTON, SHANGHAI, TIENTSIN AND HANKOW

BANKS. TIONGKONG & SHANGHAI BANK-ING CORPORATION. HAM'S DILLS RESERVE LIABILITY OF PROP'TORS.\$10,000,000 COURT OF DIRECTORS J. KRAMER, ESQ.—Chairman. A. McConachie, Esq.—Deputy Chairman Hon. J. J. Bell-Irving St. C. Michaelsen, Esq. D. R. Sissoon, Esq. EECHAM, St. Helens, Lancashire G. B. Dodwell, Esq. M. D. Ezekiel, Esq. R. Sheyan, Esq. N. A. Sieln, Eng. R. M. Gray, Esq. ENTS for Hongkong and the CHIEF MANAGER Hongkong-T: Jackson, Esq. / MANAGER: Shanghai-J. P. WADE GARD'NER, ESQ LONDON BANKERS-LONDON & COUNTY BANK-ING COMPANY, LIMITED, HONGKONG-INTEREST ALLOWED On Current Account at the rate of 2 per Cent per Annum on the daily balance. ON FIXED DEPOSITS. For 8 months, 21 per Cent. per Annum. For 6 months, 31 per Cent. per Annum. · For 12 months, 4 per Cent. per Annum. T. JACKSON. Chief Manager. Hongkong, 24th December, 1895. THE NATIONAL BANK OF CHINA LIMITED. LUTHORIZED CAPITAL£1,000,000. HEAD OFFICE—HONGKONG. COURT OF DIRECTORS. CHOW TUNG SHANG, Pag. IL STOLTERFORT, Esq. CHAN KIT SHAN, Esq. Chief Manager. GEO. W. F. PLAYFAIR.

SCHEELE & CO. ER, PALMER Shippers to China for nearly 75 Interest for 12 Months Fixed 5 Brands are favorably known all Hongkong, 17th November, 1893 House consign to us their well-THE MERCANTILE BANK OF INDIA LIMITED. ied by 4 STARS on the label. AUTHORIZED CAPITAL£1,500,000 IOR OLD COGNAC, Paid up£ 562,500 hed by 3 STARS on the label. BANKERS: LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at hed by 2 STARS on the label. the rate of 2% per annum on the Daily balance ON NEW FIXED DEPOSITS:-31% s old, very fine quality. Each DEPOSITS RENEWED ON OLD TERMS.

HONGKONG SAVINGS BANK. THE Business of the above Lank is conducted by the HONGKONG AND SHANG-HAI BANKING CORPORATION. Unles CO.'S FINE SCOTCH may be obtained on application. INTEREST on deposits is allowed at Per Cent. per abnum. Depositors may transfer at their option balances of \$100 or more to the Tromskong and SHANGHAI BANK to be placed on PIXED DEPOSIT at 4 PER CENT. per annum. - For the Hongkong and Shanghai BANKING CORPORATION, T. JACKSON,

Hougkong, 11th December, 1895,

J. W. R. TAYLOR,

Manager, Hongkong.

Chief Manager Hongkong, 1st August, 1895. WHE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE, LONDON.

RESERVE LIABILITY OF SHARE-

INTEREST allowed on Current Account at the rate of 2% por annum on the Daily balances | HENIX FIRE OFFICE. T. H. WHITEHEAD, Manager, Hondkong Hougkong, 16th September, 1895.

KANANGA OF

A NEW TOILET WATER Prepared by RIGAUD & Co. PERFUMERS BY APPOINTMENT TO THE ROYA

FAMILIES OF SPAIN, HOLLAND,

8, RUE VIVIENNE, PARTS. A purely vegetable toilet. Water which possesses the most refreshing properties. It makes the skin white, soft, and velvety, imparting to it a fragant perfume; it is a sure-remedy.

against freekles or pimples.

It fortifies the delicate parts of the body, and is especially recommended to ladies for the intimate toilet cares.

Sold in pint bottles throughout the world.

BEWARE OF IMITATIONS. And take only "RIGAUD'S KANANGA.

KNORR'S. LION BRAND NTIPYRINE.

(Dose for Adults 15 to 35 grains troy.) The most approved and most efficacious remedy

in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER TYPHUS, INFLUENZA, DENQUE, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for Dr. KNORK'S ANTI-[33 PYRINE! Each Tin bears the Inventor's Signature "Dr. KNORR" in red letters.

> "DERMATOL" is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as amazing. To be had at every reputed Chemist and Supplies constantly on hand at the China Export, Import, and Bank Co., Sole Agents for

Beware of Sparious Imilations, [2687

TOTICE is heroby given that Mr. ALFRED F. O. KRAUSS Mr. PHILLPP BERNHARD SCHMACKER roticod from Our Firm on 31st December. 1895; and that Mr. FRIEDRICH CARL PAUL

MF. CHARLES ERNEST RAYNER Mr. GUSTAV ADOLPH DECENER BONING. have To-day been admitted PARTNERS. Henckong)

HE Interest and Responsibility of the late

} lat January, 1896. Hamburg : NOTICE:

the firm of D. MONCRIEFF WRIGHT in CHARRY on the 31st day of DECEMBER, 1894. since which date the Firm has been carried on by ROBERT JOHN HASTINGS upon his own Account. The said ROBERT JOHN HASTINGS will continue to carry on the Business of the late Firm from the 1st day of JANUARY, 1896, under the name of D. M. WRIGHT & CO. Tainanfu, 31st December, 1895.

INSURANCES. NYORTH BRITISH AND MERCAN TILE INSURANCE COMPANY. TOTAL FUNDS AT SIST DECEMBER, 1894, £11,671,018 2s. 2d.

L-Authorised Capital £3,000,000 £ 8. SUBSCRIBED CAPITAL ... 2,750,000 II.—Fine Funes......2,410,992 7 8 The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at SHEWAN & CO.,

Hongkong, 13th July, 1895. COTTISH METROPOLITAN ASSURANCE CO.

(LIFE AND ACCIDENT)

LIFE RATES 20 % Lower than those charged by most Companies. ACCIDENTS £2 PER ANNUM Secures £1.000 (in case of Death by Accident.) £4 PER ANNUM Secures £1,000 in case of Death or Total Permanent Disablement by Accident, and Weekly Payments of from £1.10 to £6 a week in case of Temporary Disablement For Prospectus or further Particulars, apply to

J. Y. V. VERNÔŇ, Hongkong, 18th June, 1894. TORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First. KWAN HOI CHUEN, Esq. | Class Foreign and Chinese Risks at Current SIEMSSEN & CO. Hongkong, 29th May, 1895.

CUN INSURANCE OFFICE, LONDON FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current SIEMSSEN & CO., Agents

Hongkong, 16th May, 1892 TRANSATIANTICFIRE INSURANCE COMPANY OF HAMBURG. The Undersigned, having been appointed AGENTS for the above Company, are prepared

to ACCEPT RISKS against FIRE at Current SIEMSSEN & CO., Agents. Hongkong. 16th November, 1872 [17] GENERAL NOTICE.

THAI ON MARINE INSURANCE COMPANY; LIMITED. CAPITAL SUBSCRIBED-\$1,000,000

The above Company is prepared to Accept MARINE RISKS at Current Rates on Goods, Ac. Policies granted to all parts of the World CHAN HE-WAN,

payable at any of its Agencies. Secretary. HEAD OFFICE: No. 42. BONHAM STRAND, WEST, Hongkong, 23rd August 1895.

SOUTH BRITISH FIRE AND MARINE

INSULANCE COMPANY. ARNHOLD, KARBERG-SUB-AGENTS of the above Company. 1st January, 1896. S. J. DAVID & CO.,

Agents, Hongkong With reference to the above we are prepared to accept FIRE and MARINE RISKS at £800,000 | Current Rates. ARNHOLD, KARBERG & CO., Sub-Agents.

The Undersigned are now prepared GRANT POLICIES of INSURANCE against FIRE at Current Rates. DOUGLAS LAPRAIK & CO., Agents for the Phonix Fire Office

Hongkong, 17th August, 1887. THE MANCHESTER FIRE ASSUR ANCE COMPANY.

ESTABLISHED A.D. 1824. ..**.£2,000,0**00 TOTAL FUNDS AND SECURITY£2,480,053 NET ANNUAL FIRE PREMIA..... £ 757,478

Having been appointed Agents of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at current rates. HOLLIDAY, WISE & CO., - Agents. Hongkong, 9th January, 1896.

FOR SALE TOUINART PERE & FILS, REIMS Established 1719. CHAMPAGNE GROWERS AND

Ship only the Finest Quality Extra Dry (Green Seal). LAUTS, WEGENER & CO., Sole Agonta. Hongkong, 17th May, 1895. FOR SALE.

TRESHALFORD DRY PLATES. AT REDUCED PRICES. A CHEE & CO. 17. Queen's Road Central. Hougkong, 21st January, 1896.

FOR SALE. ATHAMPAGNE "MONOPOLE HEIDSIECK & CO., REIMS. PURVEYORS TO THE IMPERIAL AND ROYAL

COURT AT BERLIN AND TO THE IMPERIAL Court or Russia. MONOPOLE RED SEAL (medium dry). Do. "see" RED Foil (dry). (extra dry). CARLOWITZ & CO.,

> ole Agents For Hongkong, China, and Japan. FOR SALE.

A H A S. H E I D S I E C K 'S CHAMPAGNE, 1889, WHITE SEAL. \$32..... per case of I dozen quarts. \$34..... per case of 2 dozen pints. ED. KRESSMANN'S RED AND WHITE BORDEAUX WINES. G. HIBBERT & Co.'s

MAINZER BEER. in Quarts and Pinta. SIEMSSEN & CO. Hongkong, 23rd April, 1895. JUST RECEIVED.

BOTTLED ALE & STOUT

ASSORTMENT

BEST FRENCH CONFECTIONERY

G. GIRAULT.

Hougkong, 4th December, 1895

TO LET TO LET. CARKSPUR" UPPER RICHMOND Road. Seven Rooms and Tennis La wn. Rent \$80 monthly, including Taxes.

Mr. L. SIMON

LINSTEAD & DAVIS.

BANQUE DE L'INDO-CHINE Hongkong, 15th January, 1896. TO LET.

Possession 1st Fenruary, 1896.

Hongkong, 21st December, 1895. TO LET. THE Corner Premises under the Hongkong Horel, formerly occupied by W. Robin-80N & Co.

Immediate Possession Apply to W. ROBINSON & CO., Counaught House. [40 left Singapore for this port on the 21st inst. Hongkong, 11th November, 1895.

TO LET. ARGE GODOWN OR KOWLOON PRAYA, anitable for the Storage of Coal or General Cargo.

Apply to LINSTEAD & DAVIS. Hougkong, 2nd December, 1895. TO LET.

DAVENSHILL-East and West, **IV** KOBINSON KOAD. EARNSFOOT, in-RICHMOND ROAD. Apply to VICTOR H. DEACON. Hongkong, 2nd December, 1895.

TO LET: NTOS. 4 & 5, STEWART TERRACE THE PEAK, either separately or as one House.

For Particulars R. C. WILCOX, 70, Queen's Road Central

Hongkong, 3rd January, 1896. TO LET.

WELLING HOUSES-HOUSES in RIPON TERRACE. No. 17, LYNDHURST TERRACE. No. 10, STEWART TERRACE, at the Peak TOP FLOOR of No. 4, BLUE BUILDINGS,

Apply to THE HONGKONG LAND INVEST MENT & AGENCY CO., LD. Hongkong, 17th January, 1896. HUMPHREYS ESTATE AND FINANCE CO., LIMITED.

TO BE LET.

the RICHMOND ESTATE. "INGLEWOOD." A Five Roomed House, with Turf Tonnis Lawn and every Convenience. Also a Terraco House. At KOWLOON.—Semi-detached and Terrace Houses, with or without Stabling. The SANITARY ARRANGEMENTS of Houses built by the Company are perfect and fulfil all modern requirements. The Richmond Estate is now fully built over, but the Company is prepared to build Houses on the remaining portion of its Kowloon Estate to suit the requirements of intending Lessees. HART BUCK,

Secretary. Hongkong, 16th January, 1896. TO LET at THE PEAK.

Possession April. UNFORD.—A Five-Roomed House, with coment Tennis Court attached.

Apply to C. W. RICHARDS. Hongkong, 10th January, 1896. TO LET.

ARGE ROOM on SECOND FLOOR of 18 PRAYA CENTRAL. Very Suitable for OFFICE. CARMICHAEL & CO., LIMITED.

Hongkong, 20th December, 1895. TO LET.

MITH VILLAS WEST, Magazine Gap. Possession 1st April.

Hongkong, 4th January, 1896. TO LET. (With Immediate Possession).

TOUSE in ELLIOT CRESCENT. ROBINSON ROAD. Containing 4 Reception Rooms and 5 Bedrooms Apply to

CHANTREY INCHBALD. Hongkong, 24th December, 1895. DRIVATE BOARD AND RESIDENCE

Mrs. GILLANDERS. GLENEALY BUILDINGS. Hongkong, 9th January, 1896. BOARD AND RESIDENCE.

■ OMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATHER, 2, Pedder's Hill. Hongkong, 1st January, 1892.

EE SANG C O., COAL MERCHANTS have always on hand LARGE STOCKS OF EVERY DESCRIP TION OF COAL Address:—Care of Messis. Kwong Sang & Co

No. 68, PRAYA. NOW READY. DOUND VOLUMES of the HONGKONG WEEKLY PRESS

JULY to DECEMBER, 1895. With INDEX Price \$7.50. Hongkony Daily Press Office. Hongkong, 20th July 1895.

FOR SALE

JUST LANDED. 🤟

THAMPAGNE EUGÈNE CLICQUOT. Per Case 2 dez. Pints \$28.00. Sole Agents for China and Japan. E. RICCO & CO.,

Hongkong. Hongkong, 12th September, 1895. [2673-39 WATERBURY

ATCHES

Series "L" or Laly's Size, \$4.50 each Series "J" or Gont's Sixe, \$4.50 cach Series "E" or Gent's Size, \$2.00 each

Apply to THE MITSUI BUSSAN KAISHA,

Hongkong, 30th December, 1895.

and may be expected here on or about the 29th The P. & O. steamer Hydaspes left Singapore for this port on the 18th inst., at noon. The N. P. Co.'s steamer Victoria, from Tacoma, has arrived at Yokohama, and sails for

VESSELS EXPECTED.

THE ENGLISH MAIL.

lish mail of the 27th December, left Singapore

on Sunday, the 19th inst, at 4 p.m., and may

be expected here on or about Saturday, the 25th

inst. This Packet brings replies to letters

THE CANADIAN MAIL

The C. P. steamer Empress of India strived

despatched from Hongkong on the 21st Nov. .

at Kobe at 3 p.m. on Wednesday, the 22nd inst.

THE INDIAN MAIL

The steamer Lightning, from Calcutta, left.

Singapore for this port on the afternoon of the

THE AMERICAN MAIL.

The P. M. steamer China, with the American

mail from San Francisco on the 31st ult., has

arrived at Yokohama, and left for this port on

The O. & O. chartered steamer Afridi, with

the American mail, left San Francisco for this

port via Yokohama and Nagasaki on the 11th

MERCHANT STRAMERS.

for this port on the 8th inst. and may be ex-

The D. D. R. steamer Oceano, from Humburg,

pected here on or about the 29th inst.

The N. G. I. steamer Bisagno left Bombay

the morning of the 21st inst., via Nagasaki.

and left at 10 p.m. for this port

The P. & O. steamer Ravenna, with the Eng-

this port via the usual Japan ports of call on Saturday, the 25th inst. POST-OFFICE NOTICE.

11.30 a.m. and 3 p.m. or in Letter Boxes in the Cars by 12 and 3.30 o'clock Trams. Letter Boxes at Peak will be cleared at 12:30 and 4 p.m. The Postal Guide for 1895, revised to date

will be found in the Chronicle and Directory P. XX. This is the only authorised complete Summary of Postal information published in Hongkong. The authorised List of Mails issued in connection with this paper is the one published

twice each day in our Extra, which is corrected to a much later hour than that given below. A MAIL WILL Chose For Singapore.—Per Japon, to-day, the 24th inst., at 11.30 A.m.

For Amoy.—Per Albingia, to-day, the 24th inst., at 1.30 p.m. For Saigon.—Per Martha, to-day, the 24th inst., at 2,30 p.m. For Kudat and Sandakan.-Per Memnon, today, the 24th inst, at 2.30 p.m. For Shanghai - Per Feiching, to-day, the 24th inst., at 3.00 P.M.

For Shanghai -- Per Nanyang, to-morrow, the 25th inst., at 3.30 p.m. For Hoilo and Singapore.—Per Chinguo, to-morrow, the 25th inst., at 4.30 p.m. For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne .- Per Menmun, on Wednesday, the 29th inst., at 11.30 A.M.

For Singapore, Samarang, and Sourabaya.— Per Hinsang, on Thursday, the 30th inst. at For Nagasaki, Kobe, and Yokohama.—Per Verona, on Friday, the 31st inst., at 11.30 A.M.

MAILS BY THE UNITED STATES: PACKET.

The United States Mail Packet City of Psking will be despatched on SATURDAY, the 25th January, with Mails for Japan San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows: 11.00 A.M. Registry ceases.

II.30 A.M. Post Office closes, but correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE BRITISH PACKET The British Contract Packet Peshawur will be despatched on THURSDAY, the 30th January, with Mails for the United Kingdom, Europe, and countries beyond, via Brindisi; to the [152 | Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar. The usual hours will be observed in closing the mails. &c.

HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS.

When the Packets leave at Noon. The following hours will be observed in closing the mails for Europe, &c., by the English and French Packets, when they leave at Noon. The Money Order Office will be closed at 5 r.m. the 8.00 A.M.-Posting of Prices Current and Cir-

culars ceases. (Prices Current and Circulars may, however, be posted up to 10 o'clock if they are tied in bundles country by country, with the addresses all one way.) [99 10.00 A.M.—Registry ceases. 10.30 A.M. Posting of newspapers, books, and patterns ceases. 11.00 A.M.—Mail closes.

LATE LETTERS may be posted (from 11.10 A.M.) with 10 cents late fee up to 11.30 A.M. after which hour they may be sent on board with the same late fee.

MAILS BY THE GERMAN PACKET. The German Contract Packet Karleruhe will be despatched on TUESDAY, the 4th Feb., with Mails for the United Kingdom, Europe, and countries beyond, vid Brindiei; to the Straits Settlements, Batavia, Burmah, Ceylon. India, Aden, Egypt, Malta, &c., &c. Registry ceases at 8 A.M. The mail closes at 8.30 A.M.

MAILS BY THE CANADIAN PACIFIC RAILWAY CO.'S PACKET. The Canadian Mail Packet. Empress India will be despatched on WEDNESDAY, the 19th February, with Mails for Shanghai. Japan, the United States, Canada, &c., which will be closed as follows:— 10.00 A.M. Registry ceases.

11.00 A.M. Post Office closes, but correspondence may be posted on board the Packet with the Late Fee of 10 cents extra postage until time of departure.

MR. CHADWICK T. KEW. (LATE OF POATE & NOBLE)

HAS OPENED his Death Rooms at No. 62, Queen's ROAD CENTRAL, opposite A. TACE. TEETH filled permanently from \$1.00 upwards. CROWN and BRIDGEWORK inserted and TEETH EXTRACTED.

PLATES A SPECIALITY. Hongkong, 15th March, 1895. SIAM TEAK TIMBER.

THE BORNEO COMPANY, LIMITED, BANGKOK.

RDERS can be Booked and Rates Supplied on Application to the Undersigned for :--TEAR SQUARES, PLANES, SCANTLINGS, AND BOARDS. PLANED, TONGUED, AND GROOVED TEAK

TEAK SHINGLES. GIBB, LIVINGSTON & CO. Hongkong, 17th July, 1895.

NOW READY: PRICE \$2.00. MALLED OUT;

THE CHUNG WANG'S DAUGHTER AN ANGLO CHINESE ROMANCE. CHAS. J.H. HALCOMBE,

LUTHOR OF "TALES FROM FAR CATHAY," ETC. THE HONGKONG DAILY PRESS OFFICE. Mossis: Kelly & Walsh. Mr. W. W. BREWER.

Hongkong, 2nd June, 1894. TOT BESPONSIBLE FOR DEBTS Neither the CAPPAINS, the AGENTS, por the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews

of the following Vessels during their stay in Hongong Harbour .---HIGHLAND FOREST, Brit. bk., Dermody-Jardine, Matheson & Co. INVESTAY, Brit. str., Airth-Wieler & Co. JOHN R. KELLY, Amr. ship., Chapman-

8, QUEEN'S ROAD CENTRAL. Arnhold, Karberg & Co.

"GLEN" LINE OF STEAM PACKETS. FROM MIDDLESURO, LONDON, AND STRAITS. "GLENFRUIN" having arrived from the above ports. Con-

signees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. To-DAY. Cargo remaining undelivered after the 25th inst. will be subject to rent. No Fire Insurance has been offected,

Consignees are requested to present all claims for damages and/or shortages not later than the 1st prox., otherwise they will not be recognised. Bills of Lading will be countereigned by JARDINE MATHESON & CO.,

Agents. Hongkong, 18th January, 1896.

STEAMSHIP "OCEANIEN." COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

MONSIGNEES of Cargo from London ex S.S. Guadiana and Guadalaninir. From Havre ex S.S. Guadalquivir, from Bordeniux ex B.S. Ville d'Arras, Nantes, & Bordouex, and Prest Leroy Lallier in connection with above Corne (via Nagasaki,) Tuesday, March 3 Steamer, are hereby informed that their Goods, with the exception of Opium, Trensure, and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately, after landing. Optional Cargo will be forwarded on unless intimation is received from the Consigners before 5 p.m., To-DAY, the 21st inst., requesting it to be landed here. Bills of Lading will be countersigned by the

Undersigned. Goods remaining unclaimed after TUESDAY. the 28th inst., at Noon, will be subject to rent | Shanghai. and landing charges. All Claims must be sent in to me on or before Tuesday, the 28th inst., or they will not be recognised.

All Damaged Packages will be examined on their journey at any point en route. Turspay, the 28th inst, at 3 r.m. No Fire Insurance has been effected. C. TOURNAIRE,

Acting Agent. Houghang, 21st January, 1896.

THE CHINA MUTUAL STEAM NAVI

GATION CO., LIMITED. NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL. PENANG, AND SINGAPORE.

THUE Company's Steamship

"OOPACK".

having arrived from the above ports, Consignees of Cargo are hereby informed that their What and Godown Company, Kowloon, whouse delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Universigned before Noon on the 31st inst, or they will not be recognized. All broken, chafed, and danniged Goods are to be left in the Godowns, where they will be examined on the : th inst.; at'3 o'clock p.m. No Fire Insurance has been effected; and any

28th inst. will be subject to rent. Optional cargo will be forwarded unless notice to the contrary be given before Noon Bills of Lading will be countersigned by

HOLLIDAY WISE & CO., Agents. Hongkong, 22nd January, 1896.

VESSEL ON THE BERTH. OCEAN STEAMSHIP COMPANY. FOR SANDAKAN AND KUDAT. THE Steamship

"MEMNON." Captain Branch, will be despatched TO-DAY the 24th inst. at 3 P.M. For Freight or Passage, apply to BUTTERFIELD & BWIRE, Agents. Hongkong, 20th January, 1896. FOR SINGAPORE.

" MASCOTTE." No-Claims will be admitted after the Goods | Captain Ross, will be despatched TO-MOR-ROW, the 25th inst. at Noon. For freight apply to

MARSEILLES..

NEW YORK

SHANGHAI

SINGAPORE

SINGAPORE, S'RANG & S'BAYA

BRADLEY & CO., Hongkong, 18th January, 1896. FOR SHANGHAI. THE Steamship

"NANYANG." Captain F. Schulz, will be despatched for the above port TO-MORROW, the 25th inst., at For Freight or Passage, apply to SIEMSSEN & CO. Hongkong 22nd January, 1896. "SHIRE" LINE OF STEAMERS,

FOR NAGASAKI, KOBE, AND YOKOHAMA. THE Steamship

in connection with above Steamer, are hereby informed that their Goods, with the exception TO-MORROW, the 25th inst., at 5 P.M., instead of as previously advertised. For Freight or Passage, apply to. DODWELL, CARLILL & CO., Agents. Hongkong, 24th January, 1896.

> THE CHINA MUTUAL STEAM NAVI GATION COMPANY, LIMITED. FOR LONDON AND LIVERPOOL DIRECT, VIA PORTS OF CALL. (Calling at ILOILO.)

"CHINGWO!"... Gray, Commander, will be despatched as above on or about the 25th inst, instead of as previously advortised. For Freight, apply to HOLLIDAY, WISE & CO.,

Agents. Hongkong, 21st January, 1896. SHIRE "LINE OF STEAMERS FOR LONDON, HAMBURG, AND ANTWERP.

THE Steamship "GLAMORGANETIBE." Captain Vyvyan, will be de atched for the above ports on TUESDAY, the 28th inst., instead of as previously advertised. For Freight or Passage, apply to DODWELL, CA. LLL & CO.,

🔗 onts. Hongkong, 14th January, 1996. THE PENINSULAR AND ORIENTAL STRAM NAVIGATION COMPANY.

STEAM FOR IS, CEYLON, AUSTRALIA, (DIA, ADEN, EGYPT, M_DITERRANEAN PORTS. PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN POETS. ISTHE Steamship

Captain F. J. Cole, carrying Her Majesty's Mails, will be despatched from this for BoM. BAY and LONDON on THURSDAY, the 30th Cargo for the above Ports. This steamer connects at BOMBAY with the S.S. "CARTH-LONDON via Suez Canal, leaving that port on the 22nd FERRUARY, 1896.

Silk and Valuables, all Cargo for France, and transhipped at Colombo into a steamer pro- through which the Line passes. ceeding direct to Marseilles and London; other Bombay. Parcels will be received at this Office until

4 r.m. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to ALF. WOOLLEY, Acting Superintendent. Hongkong, 18th January, 1896. OCCIDENTAL AND ORIENTAL

STEAMSHIP COMPANY. TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED

STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGRONG. BELGIC (via Nagasaki,) SATURDAY, Feb. 1, Kobe, Inland Sea, and 1896_at Noon.

Yokohama)..... Kobe. Inland Sea, and Yokohama GARLIC (vic Nigrisiki,) SATURDAY, March

hiobe, Inhand Sen. Yo-kohama, and Honolulu) Saturday, March 21, 1896, at Noon. THIE Company's Steamship "BELGIC"

will be dispatched for SAN FRAN-CISCO, via NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA, on SATURDAY, the 1st FEBRUARY, 1896, at NOON, connectionbeing made at Yokchuma with Steamers from

Steamers of this line pass through the IN-LAND SEA OF JAPAN and call at HONO-LULE and passengers are dlowed to break

Through Passenger Tickett granted to England, France, and Germany is all trans. Atlantic lines of Stormers, and to the principal cities of the United States or Canal . Rates and partiouland of the various Rounds may be obtained upon application.

Special recess (first class only) are granted to Missioner a members of the Naval, Military Diplomatic, and Civil Services, to European officials in evice of China and Japan, and to SAIG Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed dis-Goods are being landed at their risk into the count of 10 per cent. This allowance does not (1 was of the Houghong and Kowloon apply to through fares from China and Japan to

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Goods romaining in the Godowns after the Offices, addressed to the Collector of Customs, San Francisco. For further information as to Freight or

Passage apply to the Agency of the Company, No. 7. Praya Central. J. S. VAN BUREN, Agent Hongkong, 15th January, 1896.

VESSELS ADVERTISED AS LOADING. for theight apply to CAPTAIN. LAG & RIG DESTINATION. VESSEL'S NAME. P. A.O. S. N. Co. Brit, str. Peshawur . LONDON VIA SUEZ CAN Patterfield & Swire Harvey Achilles ... Brit. str. Buttoriield & Swire Pulford-Brit. str. LONDON VIA SUEZ CANAL Orestes P. & O. S. N. Co. P. & O. S. N. Co. Brit. str. LONDON VIA MARBRILLES. Japan ... LONDON VIA MARSEILLES. Brit. str. Holliday, Wise' & Co.. Warrall LONDON VIA PORTS OF CALL Brit. str. Holliday, Wist & Co... LONDON, L'POOL V. POETS OF CALL Chingwo Gray B.it. ctr. Vyvyan Dodwell, Carlill & Co. LONDON, HAMBORO & ANTWERP ... Brit. str. Glamorganshire Dodnell, Carlill & Co. Davies .. Brit. str. Merionethshire ONDON, HAMBURG & ANTWERP ... Sign sen & Co. Gor, str Christianson HAVILE & H'BURG VIA S'PORE Arnhold, Karberg & Dorothea Rickmers ... Gor. str. HAVEE, B'MEN, & H'BURG V S'TORE Melebers & Co. BREIIEN & PORTS OF CALL

Brit. str.

Brit. str. ...

To-day, at Noon. On or about 7th Feb. On or about 30th inst. On or about 25th inst. On 28th inst. On or about 8th Feb. On or about 5th Feb. February. On 4th Feb. at 9 A.M. Gor. str. Karlsruhe.. On 5th Feb. at Noon. Messageries Maritimes . Verron MARSEILLES VIA SAIGON &C., Mossingeries Maritimes. On or about 30th inst. Pren. str. On 19th Feb., at Noon. Canadian Pacific R. Co. Pybus, R.N.R. VANCOUVER, VIA B'HAI, &c. Brit. str. Empress of India Dod well, Carlill & Co... On 11th Feb., at Noon. B.ic. str. VICTORIA, B.C., &c., v. Y'HAMA. O. & O. B. S. Co. On let Feb, at Noon. SAN FRANCISCO VIA Y'HAMA ... SAN FRANCISCO VIA Y'HAMA ... Brit. str. Belgio To-morrow, at Noon. P. M. S. S. Co. Amer. str. City of Peking Quick despatch. Shewan & Co. Brit. ship ... Brodick Castle SAN FRANCISCO On or about 4th Feb. Dodwell, Carlill & Co. NEW YORK YIA SUEZ CANAL. Lennox..... On or about 23rd inst. Brit str. ... Kilvort Shewan & Co. . Fallodon Hall NEW YORK VIA SUEZ CANAL Arnhold, Karberg & Co. Quick despatch. Chapman Amex. sh. John R. Kelley NEW YORK On 18th Feb. Carlowitz & Co. Amer. ch... Rogers Daniel Barnes On 29th inst., at NOON Gibb, Livingston & Co... Craig ... SYDNEY. MELBOURNE, &c., Brit. etr. ... Monmuir Dodwell, Carlill & Co. To-morrow, at 5 P.M. Brophy NAGASAKISKOBE & TOKOHAMA... Brit. str. ... On Slat inst, at Noon. P. & O. S. N. Co. .. YOKOHAMA, VIA N'BAKI & KOBE. Brit. str. Brit. str. ... Sellar To day, at 4 P.M. Jardine, Matheson & Co SHANGHAL VIA SWATOW On or about 26th inst. P. & O. S. N. Co. Brit. str. To-morrow, at 4 P.M. Ger. str. Schulz Siemsson & Co.____ Nanyang SHANGHAI Carlowitz & Co. .. On 28th inst. at 5 P.M. Clemens Chi. str. Yungping On or about 30th inst. P. & O. & M. Co. STRAITS & BOMBAY Brit, str. $\,$. Hydaspes On or about 90th inst. Jardine. .. fatheson & Co. Kynoch

Ross.

Branch

SANDAKAN & KUDAT Brit. str. ... PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

Mascotte

RUMARKS. LONDON VIA MARSEILLES ... JAPAN Noon, 24th Jan ... Freight or Passage. RAVENNA About 26th Jan Freight or Passage. LONDON, &c...... PESHAWUE: Noon, 30th Jen...... See Special Advertisement.

Freight or Passage. (Calling at COLOMBO if sufficient HYDASPES...About 30th Jan... STRAITS & BOMBAY inducement offers.) Freight or Passage. (Passing Y'HAMA, VIA N'SARIA KOBE VERONA ... Noon, 31st Jan through the INLAND SEA. LONDON VIA MARSEILLES ... ADEN About 7th Feb Freight or Passage.

For Further Particulars, apply to ALF. WOOLLEY, Acting Superintendent.

Hongkong, 24th January, 1896. CANADIAN PACIFIC RAILWAY COY.'S -ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES CALLING AT SHANGHAI NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

PUNCTUALITY. The Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots. PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.) EMPRESS OF INDIA....Comdr. H. Pybns, R.N.R. WEDNESDAY, 19th Feb., 1896 EMPRESS OF JAPAN ... Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 18th March, 1896 EMPHOSS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 8th April, 1893.

FERH I magnificent Steamships of this Line pass through the famous INLAND SEA OF APAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in ? DAY : making close connection at Vancouver with the PALATFAL TRANS-CONTINENTAL. THAT WAS of the CANADIAN PACIFIC RAILWAY log ring there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Class connection is made at Montroal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and ARCUND THE WORLD. Return

tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Mombers of the Naval JANUARY, at Noon, taking Passengers and Military, Diplomatic, and Civil Sorvices, and to European Officials in the Service of China and Japan Governments. CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, AGE," which Vessel takes on her Cargo for | via Handlula, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100. The attractive features of this Company's route embraces its PALATIAL STEAMSHIPS (record to none in the World), the LUXURIANCE OF UTS TRANS-CONTINENTAL

RAINS (the Company having received the highest award for same at recent Chicago World's Tea for London (under arrangement) will be I x libition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated cargo for London, &c., will be conveyed via by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. DROWN, General Agent. Pedder Street.

Hongkong, 23rd January, 1895. VESSELS ON THE BERTH OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"ACHILLES," Captain Harvey, will be despatched as above on MONDAY, the 27th inst. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 23rd January, 1896. EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, Tasmania, &c.)

HE Steamship "MENMUIR. Captain Craig, will be despatched for the above Ports on WEDNESDAY, the 29th inst., at This well-known Steamer is specially fitted for Passengers, and has a riefrigorating Chamber, which ansures the supply of Fresh Provisions throughout the voyage.

A Stewardess and a duly qualified Surgeon are curried. For Freight or Passage, apply to GIBB, LIVINGSTON & CO.,

Hongkong, 23rd January, 1896. COMPAGNIE DES MESSAGERIES MARITIMES.

FOR MARSEILLES (Taking Cargo through to HAVRE and LONDON.) THE Steamship

"DORDOGNE."
Captain A. Blanc, will be despatched as above on or about the 30th inst. For Freight, apply to C. TOURNAIRE, Acting Agent.

Hongkong, 21st January, 1896. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS. NOTICE.

STEAM FOR SINGAPORE, BATAVIA, COLOMBO, ADEN, FORT BAID, MEDITERBANEAL AND BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES, LONDON, HAVRE, AND BORDEAUX. PORTS OF BRAZIL AND LA PLATA ON WEDNESDAY, the 5th February, at Noon, the Company's Steamship "NATAL," Commandant Vorron, with Mails, Passengers, Specie, and Cargo, will leave this at NAPLES and GENOA. Port for the above places. Cargo and Specie will be registered for Lon- on SATURDAT, the 1st February, Cargo and

don as well as for Marseilles and accepted in Cargo will be received on board until 4 P.M. -Specie and Parcels until 3 P.M. on the 4th Fab. (Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages a o required. For further Particulars, apply at the Com-C. TOURNAIRE,

Acting Agent. Hongkong, 14th January, 1890, Hongkong, 24th January, 1896.

VESSELS ON THE BERTH THE CHINA MUTUAL STEAM NAVI. GATION COMPANY, LIMITED. FOR LONDON VIA PORTS OF CALL. TITHE Company's Steamship

"KAISOW. E. Warrall, Commander, will be despatched as 'above on or about the 30th inst. For Freight, apply to HOLLIDAY, WISE & CO. Agents.

Hongkong, 15th January, 1896. OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL.

HE Company's Steamship "ORESTES," Captain Pulford, will be despatched as above on For Freight or Passage, apply to BUTTERFIELD & SWIRE. Agents.

SATURDAY, the 1st February. Hongkong, 23rd January, 1896 .. NORDDEUTSCHER LLOYD.

NOTICE. STEAM FOR SINGAPORE, COLUMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP BREMEN, AND HAMBURG. PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; .

LONDON, NEW YORK, BOSTON, BAL-TIMORE, NEW OBLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. [2] N.B.—CARGO CAN BE TAKEN ON THEOUGH

BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA. PEOPOSED SAILINGS FROM HONGEONG. (SUBJECT TO ALTERATION). KARLSEUHE Tuesday ... 4th Feb.

PRINZ HEINRICH ... | Tuesday ... | 3rd Mor. PREUSSEN Tuesday ... | Slat Mar. Sachsen Tuesday 28th Apr. KARLSRUHE Tuesday 26th May PRINZ HEINRICH ... | Tuesday ... | 20th June ON TUESDAY, the 4th day of February, 1896, at B A.M., the Company's Steamship "KARLSRUHE," Coptain Walter, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING

For further Particulars, apply to

Shipping Orders will be granted till Noon Specie will be received on Board until 5 P.M. on transit through Marseilles for the principal Monnay, the 2rd February, and Parcels will be received at the Agency's Office until Noon Shipping Orders will be granted till Noon, on MONDAY, the 3rd February. Contents of Packages are mulired. No Parcel Receipts will he signed at less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid secommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

Agents

MELCHERS & CO., General Agents for China and Japan. Hongkong, 5th December, 1895. [10]

TO BE DESPATORED.

On 80th inst, at Noon.

On 27th inst.

On 1st Teb.

VESSELS ON THE BERTH FOR NEW YORK VIA SUEZ CANAL. (Following the S.S. "ANNANDALE" and

Butterfield & Swire

To-morrow, at 4 P.M.

To day, at 3 P.M.

HE Steamship "FALLODON HALL" Captain Kilvert, will be despatched for the shove port on or about the 23rd inst. For Freight, apply to

SHEWAN & CO. Hongkong, 6th January, 1896. FOR SINGAPORE, HAVRE, AND HAMBURG.

(Taking Cargo at through rates to ANTWEEP, AMSTERDAM, ROTTERDAM, LISSON, OPORTO, LONDON, LIVERPOOL, and BREMEN.) HE Steamship

"THEKLA." Captain E. Christiansen, will be despatched for the above ports on or about WEDNESDAY. the 5th February. For Freight, apply to

SIEMSSEN & CO. Agents. Hongkong, 16th January, 1896. NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA of JAPAN. FRIE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the United STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400. Excellent accommodation. First class Table DOCTOR and STEWARDESS carried. HONGKONG TO NEW YORK \$350. The Railroad travelling is second to none or the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS The YELLOWSTONE NATIONAL PARK route Passengers to Europe may proceed by one of the first class ATLANTIC-MAIL-LINES.

HONGKONG TO TACOMA, \$225. Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration). VICTORIA | 3,167 | Tuefday ... | Feb. 11 HANKOW 3,594 | Tuesday ... | Mar. 10

" VICTORIA." sailing at NOON, on TUESDAY, the 11th February, will proceed to KOBE, YOKO

HAMA, VICTORIA, B.C., and TACOMA, Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points. Consular Invoices of Goods for United States: Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash. Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to-

further information as to Passage or The old apply to LODWELL, CARLILL & CO., General Agents. Hongkong, 24th January, 1896.

RICKMERS LINE. REGULAR MONTHLY SERVICE FROM BREMEN, MIDDLESBRO', ANTWERP AND HAMBURG. VIA SUEZ CANAL,

PENANG, SINGAPORE, HONGKONG, SHANGHAI, UYOGO, AND YOKOHAMA: FROM HOME.

PROPOSED SAILINGS OF THE NEW ELEGANT STEAMERS OF THE RICKMERS RICEMILLING, SHIPOWNING, AND SHIPBUILDING COMPANY OF BREMEN (SUBJECT TO ALTERATIONS).

DOROTHEA RICKMERS .. | 3,846 | December. | 3700 | Јери иу. DEIKE RICKMERS | 5,500 | February. MARIA RICKMERS | 3,233 | March. HELENE RICKMERS | 3,249 | A.pril. Sophie Richmers 5,500 | May. ELLEN RICKMERS. ELISABETH RICKMERS... | 5,500 | June. FROM THE EAST.

VIA SINGAPORE TO HAVRE, BREMEN, AND HAMBURG; and other Continental Ports, if sufficient inducement offers. Taking Cargo at through rates to ANT AMSTERDAM, and ROTTERDAM) ...

PROPOSED SAILINGS. (SUBJECT TO ALTERATIONS). DOROTHEA RICKMERS ... | 3,846 | February DEIKE RICKMERS 3,700 | Match.: MARIA RICKMERS 5,500 | April. HELENE RICKERS 3,233 | May. THE Steamers are all FIRST-CLASS RISKS and are supplied with all the modern Appliances and powerful Engines. For Further Particulars, apply to ARNHOLD, KARBERG & CO.,

Hougkong, 8th January, 1896. STEAM TO NATAL AND CAPE PORTS THE NATAL DIRECT LINE FROM CALCUTTA (MESSES. BULLARD, KING & CO.'s LINE.)

Arents

FILLE Understaned having been appointed I GENERAL AGENTS in CHINA and Japan for the above Line are prepared to issue I HROUGH BILLS of LADING for NATAL, FAST LONDON, PORT PLIZARETH, MOSSEL BAY, CAPE TOWN, DELAGOA BAY, and BEIRA. Transhipment will be made at CALCUSTA. Next sailing from CALCUTTA, S.B. PONGOLA on the 15th January, 1896, to by followed by the S.S. "-- "7th February, 9 S. " ___ " 28th Fobrunoy, S.S. " __ " 21at

For Freight and further Particulars, DODWELL, CARLILL & CO.

VESSELS ON THE BERTH FOR NEW YORK VIA SUEZ CANAL (Following the S.S. POLYPHEMUS.) THE Steamship

"LENNOX" will be despatched about 4th February. S.S. "PORT ADELAIDE " will be despatched about 18th February. S.S."GHAZEE" will be despatched about 4th March. For Freight or Passage, apply to DODWELL, CARLILL & CO.,

Hongkong, 6th January, 1896. "SHIRE" LINE OF STEAMERS. FOR LONDON, HAMBURG, AND ANTWERP. (To follow the S.S. "GLAMORGANSHIRE.") WHE Steamship.

Agents.

"MERIONETHSHIRE." Captain Davies, will be despatched for the above ports on or about the 8th February. For Freight or Passage, apply to DODWELL, CARLILL & CO., Agents. Hongkong, 28rd January, 1896. U.S. MAIL LINE.

COMPANY. VIA INLAND SEA OF JAPAN AND

HONOLULU.

PACIFIC MAIL STEAMSHIP

PROPOSED SAILINGS FROM HONGKONG. CITY OF PEKING (via Nagasaki, Kobe, In- SATURDAY, Jan. 25, land Sea, and Yoko (1896, at Noon.

CHINA (vis Negasaki,) SATURDAY, Feb. 8 Kobe, Inland Sea, Yoko-1896, at Noon. hama, and Honolulu) ... PERU (via Nagasaki, SATURDAY, Feb. 22, Kobe, Inland Sea, and 1896 at NOON. 1896, at Noon. Yokohama.)

FIRE U. S. Mail Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA, on BATURDAY, the 25th JANUARY, 1896, Noon, taking Passengers and Freight for Japan, the United States, and Europe.

LAND SEA OF JAPAN, and call at HONO-LULU, and passengers are allowed to break their journey at any point en foute. Through Passage Tickets granted to England France, and Gormany by all trans-Atlantic lines of steamers, and to the principal cities of

Steamers of this line pass through the IN-

the United States or Canada. Rates may be obtained on application. Passengers holding through ORDERS.TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC UNION PACIFIC, DENVEE AND RIC GRANDE; and NORTHERN PACIFIC RAILWAYS; also the

£4 in addition to the regular tariff rate. Passengers holding orders for OVER-LAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union Pacific, Denvee and Rio Grande and other direct connecting Railways, and from Chicago to destination the choice of direct lines: Particulars of the various routes can be had

on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the-Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same address in full; value of same is required. Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's

Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company,

No. 7, Praya Central. J. S. VAN BUREN, Agent.

Hongkong, 7th January, 1896. FOR NEW YORK. HE 3/3 L.I.I. American Ship

"DANIEL BARNES," Rogers, Master, will load here for the above port and will be despatched on the 13th ebruary.
For Freight, apply to CARLOWITZ & CO.

Hongkong, 15th January, 1896. FOR SAN FRANCISCO. TITHE 100 Al British Ship BRODICK CASTLE.

port and will have quick despatch. For Ereight, apply to SHEWAN & CO. Hongkong, 6th December, 1895.

FOR NEW YORK. / THE 3/3 A.I.I. American Ship "JOHN R. KELLEY." Captain Chapman, having arrived, will load here for the above port and will have quick despatch. For Freight, apply to ARNHOLD, KARBERG & CO.

ENURNITURE WAREHOUSE. LI KWONG LOONG. CABINET MAKER AND AUT DECORATOR. from Shanghai, has opened a FURNITURE STORE

Hongkong, 22nd November, 1895.

No. 3, WYNDHAM STREET. The only Shop in Hongkong with this name, Where HIGH-CLASS FURNITURE of every description can be made to order in any Ghazee, British steamer, 1764, Beiley, Dec. 28, Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Limited, and other leading Establishments in the Colony to whom reference may be made as to the Superior Workmanship and Materials of Higo Muru, Japanese str., 871, Jones, Jan 5, the Furniture, do., supplied. Messrs. A. S. Watson & Co. write, as follows:-

We have pleasure in stating that Mr. LI "KWONG LOONG furnished the Annexe " to our Dispensary and gave us overy satis-(Sd.) "A. S. WATSON & Co., LIMITED," ORDERS punctually attended to and CHARGES most moderate... AN INSPECTION INVITED.

Hongkong, 4th February, 1895.

THE TOALATINE INSURANCE COMPANY, LIMITED OF MANCHESTER. MODERATE RATES! PROMPT SETTLEMENTS



General Agent at Hongkong FIRE AND ACCIDENT INSURANCES. A. H. RENNIE.

SHIPPING IN PORT. HUNGKONG. STEAMERS. Albingis, British str. 1.100; Witt, Jan. 23, Chinese Ancone, British steamor, 1,888, Mudie, Jan. 13, Anger Head, British etr., 1,235, Motyer, Jan. 19, Dodwell, Carbill & Co Bolgic, British steamer, 4,211, Walker, Nov. 4, Benledi, British str., 1,581, Farquiar, Jan. 23,... Gibb, Livingston & Co Bonnington, Brit, str., 1331, Leighton, Jan. 11, Dodwell, Carlill & Co Canton, British steamer, 1.110, Sellar, Jan. 23. Jardine, Matheson & Co China, German steamer, 1,114, Voss, Jan. 23, Melchers & Co Chingwo, British str., 3,883, Gray, Jan. 22 Holliday, Wise & Co. Chowfa, British str., 1,095, Williamson, Dec. 24, Butterfield & Swire City of Peking, Amr. str., 3,128, Smith, Jan. 18, Cromarty, British str., 1,864, Ward, Jan. 13, Jardine, Matheson & Co Crown of Arragon, British str., 1,500, Dogward, Jan. 10, Gilman & Co. Doris, German steamer, 771, Brohn, Dec. 23, Jebsen & Co Eton, British steamer, 1,775, Brophy, Jan. 23, Dodwell, Carlill & Co. M. B. Kaisha

Evandale, British str., 2,468, Buyers, Jan. 20, Fatshan, British str., 1,425, R. L. Blight, H., C., & M. Steamboat Co., for Canton Federation, British str., 1,570, Prentice, Jan. 22, Mitsui Bussan Kaisha Feiching, British str., 979, Warren, Jan. 23, C. M. S. N. Co Formosa, British steamer, 674, Hodgina, Jan. 21, Douglas Lapraik & Co Hankow, British str., 2,235, Dick, Butterfield & Swire for Canton Heungshan, British str., 1,054, W. E. Clarke,

Honam, British str., 1,344, G. B. Lefavour, H., C. & M. Steamboat Co., for Canton Invertay, British steamer, 813, Airth, Jan. 21, Wieler & Co Japan, British steamer, 2,796, Leith, Jan. 21, P. & O. S. N. Co Keong Wai, British str., 1,115, Unsworth, Jan. 23. Yuen Fat Hong Joslin, Dec. 13, Kong Beng, British str., & Yuen Fat Hong Kwonghoi, British steamer, 19, Chinese, for

Loo Sok, British str., 1,050, Jackson, Jan. 18, Yuen Fat Hong Martha, German str., 1,418, Schupp, Dec. 30, •Order Mascotte, British steamer, 2,018, Ross, Jan. 16, Bradley & Co Memnon, British steamer, 855, Branch, Jan. 19. Butterfield & Swire Namoa, British steamer, 863, Hall, Jan. 23, Douglas Lapraik & Co Onsang, British str., 1,787, Carmichael, Jan. 21, Jardine, Matheson & Co Pasig, British steamer, 284, Chinese, for Canton

Petrarch, German str., 1,252, Schall, Jan. 18, Wieler & Co Powan, British str., 1,842, S. W. Goggin, H., C., & M. Steamboat Co., for Canton Rheingold, German steamer, 650, Bahls, Jan. 14, Rhodora, British str., 1,700, Williams, Jan. 6, Dodwell, Carlill & Co. Skarpsne, Norw. str., 1,395, Tollefsen, Jan. 17, Wieler & Co CANADIAN PACIFIC RAILWAY on payment of Tacoma, British str., 1,662, Crawford, Jan. 14, Dodwell, Carlill & Co Taichiow, British steamer, 862, Curtis, Jan. 21,

Butterfield & Swire Tailee. German steamer, 829, Schulds, Jan. 22, Mover & Co Tai On, British str., 769, Galleouski, Chinese, for Canton Triumph, German steamer, 700, Moller. Jan. 23, Jebsen & Co Wakonoura Maru, Jap. str., 1,556, McKenzie, -Jan. 19, Nippon-Yuson Kaisha SAILING VESSELS.

Brodick Castle, British ship, 1,715, Ferguson, Jan. 12, Shewan & Co Coloma, American bark, 852, Noyes, Jan. 6, Cantain Daniel Barnes, Amr. ship, 1,436, Arpe, Jan. 13, Highland Forest, British bark; 995, Dermody, Jan. 3, Jardine, Matheson & Co. John Baizley, Amr. brig, 700, Shepherd, Jan. 7,

John R. Kelly, Amr. ship, 2,255, Chapman, Nov. 21, Arnhold, Karberg & Co., for New Marie Berg, German bark, 536, Hindrichs, Dec. 1. Wieler & Co day; all Percel Packages should be marked to Nam Shun Sing, Chinese 3-m. sch., 368, Cheang Sang, Aug. 21, Chinese Osaka, Britsh bark, 517, Hansson, Dec. 6 Wandering Jew, Amr. ship, 1,650, Nicholls, Sept. 17, Captain

NAGASAKI. In Port on 14th Junuary, 1896.
Baikel, Russian str., 713, Maximoff, Jan. 12, Holme, Ringer & Co Chowchowfoo, Ger. str., 975, Meyer, Nov. 8, Nippon Yusen Kaisha. Comet, Nicaroguan bark, 673, Brodhurst, Jan. 4, C. & J. Trading Co Eidsvold, Norw. str., 2,210, Schyder, Jan. 8, Holme, Ringer & Co Genkai Maru, Jap. str., 873, Mogi, Jan. 13, Holme, Ringer & Co Kachidate Maru, Jap. str., 2143, Marry, Nov. 24, Mitsui Bussan Kaisha Kostroma, Russian str., 2346, Skalsky, Dec. 28, Holme, Ringer & Co Kozaki Maru, Japanese barque, 400, Fukui, Nippon Yusen Kaisha Novick, Russian str., 159, Mrximoff, Dec. 9, Holme, Ringer & Co. Strelock, Russian str., 190, Bredichin, Dec. 25, Holme, Ringer & Co Trujenik, Russian str., 276, Joukovsky, Dec. 21, Holme, Ringer & Co Vladimir, Russian str., 715, Bollman, Jan. 5,

Frazar & Co Albert, Norwegian str., 451, Johansen, Dec. 31, Simon, Evers & Co. Brambletye, British ship, 1495, Gorma, Dec. 27, Standard Oil Co Chingwo, British steamer, 2,517, Gray, Jan. 5, W. M. Strachan & Co. Chiyoda Maru, Jap. str., 1030, Ishikawa, Jan. 2, Nippon Ynsen Knisha Devenhurst, British str., 1,463, Resise, Dec. 31, Butterfield & Swire Emile. Russian sch., 45, Friedmann, Oct. 24, H. Lucas & Co Fallodon Hull, Brit. str., 2,266, Kilvert, Jan. 6, Shewan & Co Gaisen Maru, Japanese str., 1020, Harrasismut, Nov. 4. Japanese Genkai Mara, Jap. str., 814, Motegi, Jan. 7, Nippon Yusen Knishe. Nippon Yusen Kaisha Glenesk, British str., 2,275, Webster, Jan. 7, Jarline, Matheson & Co Hai Riong. Coroan steamer, 350, Dec. 24, Nippon Yusen Kaisha Nippou Yusen Kaisha Idzumi Mara, Jap. str., 2,000, Renny, Jan. 7, Nippon Yuson Kaisha Invettey, British steamer, 808, Airth. Dec. 29, Faber & Voigt Mary L. Cushing, Amr. chip, 1,575, Pendleton, Dec. 27, Standard Oil Co Orestes, British steamer, 2,846, Pulford, Jan. 5, Butterfield & Swire Owari Maru, Jap. str., 565, Kuwabara, Jan. 6. Nippon Yusen Kaisha Progress, German str.; 656, Brandt, Dec. 10, Dodwell, Carlill & Co Queen City, Hawaiian sch., 192, Byene, Jan. 5, - H. Lucas & Co Riversilale, British str., 1,411, Peck, Nov. 27, R. R. Thomas, Amr. sh., 2,135, Nichols, Dec. 27 Delacamp & Co Sakata Maru, Jap. str., 1169, Deleland, Jan. 1, Nippon Yusen Kaisha State of Maine, Amr. ship, 1468, Parke, Dec. 29, Standard Oil Co

St. Andrews, Norw. str., 2100, Hausen, Dec. 22. Standard Oil Co Taichiew, British str., 1,792, Farrell, Dec. 31, Butterfield & Swire Taiwan Maru, Japanese str., 1,030, Dec. 30, Yokohama Mara, Japanese str., 1429, Crichton; Jan. 5, Naval Department

Printed and Published by D. WARRES SMITH, at 29. Wyndham Street, Victor is, Hongkong.

Ferguson, Master, will load here for the above Holme, Ringer & Co. Walter Siegfried, British bark, 426, Roberts, Jan. 10, Captain KOBE. In Port on 9th January, 1896. Ardandearg, British str., 2,020, Kinley, Jan. 7,